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Harvest Landing

Vistro File: C:\...\Harvest Landing_EX.vistro
Report File: C:\...\EX AM.pdf

Scenario 1 Existing Traffic Condition AM
9/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.619	47.0	D
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.564	30.8	C
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.476	26.8	C
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	WB Left	0.416	10.6	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	SB Left	0.621	37.2	D
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.294	11.8	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.489	27.2	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.410	26.1	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	NB Left	0.328	19.1	B
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.469	13.7	B
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	0.390	20.5	C
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	WB Thru	0.261	9.7	A
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.490	32.4	C
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.479	22.1	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.487	19.3	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.180	17.3	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.280	25.8	C
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.497	24.1	C
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.033	18.6	C
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	WB Right	0.664	14.9	B
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.005	14.8	B
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	WB Thru	0.331	11.6	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.300	14.2	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	NB Left	0.631	35.4	D
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.498	23.2	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.546	41.4	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.431	19.9	C
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.373	16.5	B
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.426	17.8	B
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.700	18.1	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.541	11.3	B
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.491	21.5	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.465	31.5	C
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.213	20.5	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.198	20.9	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	NB Left	0.594	32.8	C
37	Perris Blvd/Daniela Way	Signalized	HCM 7th Edition		0.000	0.0	A
38	BarrettAve/Daniela Way	All-way stop	HCM 7th Edition	WB Left	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.141	12.7	B
40	Commercial Driveway 1, 2/Daniela Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Daniela Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition		0.000	0.0	
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition		0.000	0.0	
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition		0.000	0.0	
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.034	14.0	B
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.041	14.6	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.001	0.0	A
	Building 6 Auto Driveway 2		HCM 7th				

60	Building 6 Auto Driveway 2 and Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	47.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	77	0	0	10	0	0	19	0	0	29
Total Hourly Volume [veh/h]	245	736	231	175	536	31	26	275	57	303	521	88
Peak Hour Factor	0.8987	0.8987	0.8987	0.7510	0.7510	0.7510	0.7777	0.7777	0.7777	0.7871	0.7871	0.7871
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	205	64	58	178	10	8	88	18	96	165	28
Total Analysis Volume [veh/h]	273	819	257	233	714	41	33	354	73	385	662	112
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	17	25	0	5	35	0	20	50	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	28	0	24	29	0	9	39	0	29	59	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	45	45	17	43	43	3	17	17	25	38	38
g / C, Green / Cycle	0.16	0.38	0.38	0.14	0.36	0.36	0.03	0.14	0.14	0.21	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.15	0.16	0.16	0.13	0.14	0.14	0.02	0.11	0.12	0.21	0.21	0.21
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1848	1810	1900	1790	1810	1900	1805
c, Capacity [veh/h]	287	1940	605	261	1306	667	51	264	249	377	607	577
d1, Uniform Delay [s]	50.06	27.85	27.88	50.41	28.42	28.44	57.74	50.25	50.35	47.50	35.13	35.15
k, delay calibration	0.39	0.50	0.50	0.27	0.50	0.50	0.11	0.11	0.11	0.46	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	36.55	0.68	2.17	21.08	0.85	1.67	13.20	6.45	7.41	49.84	1.20	1.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.42	0.42	0.89	0.38	0.38	0.65	0.83	0.84	1.02	0.65	0.65
d, Delay for Lane Group [s/veh]	86.61	28.53	30.06	71.49	29.27	30.10	70.94	56.70	57.77	97.34	36.33	36.42
Lane Group LOS	F	C	C	E	C	C	E	E	E	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.78	5.72	5.64	8.20	5.28	5.57	1.16	6.67	6.46	16.09	9.79	9.34
50th-Percentile Queue Length [ft/ln]	269.57	142.90	140.95	205.11	132.12	139.19	28.88	166.82	161.49	402.19	244.83	233.44
95th-Percentile Queue Length [veh/ln]	16.17	9.64	9.53	12.90	9.05	9.44	2.08	10.91	10.63	22.94	14.93	14.35
95th-Percentile Queue Length [ft/ln]	404.20	240.92	238.30	322.55	226.37	235.93	51.98	272.72	265.70	573.38	373.13	358.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	86.61	28.53	30.06	71.49	29.52	30.10	70.94	57.11	57.77	97.34	36.36	36.42
Movement LOS	F	C	C	E	C	C	E	E	E	F	D	D
d_A, Approach Delay [s/veh]	40.57			39.44			58.21			56.62		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	47.04											
Intersection LOS	D											
Intersection V/C	0.619											

Emissions

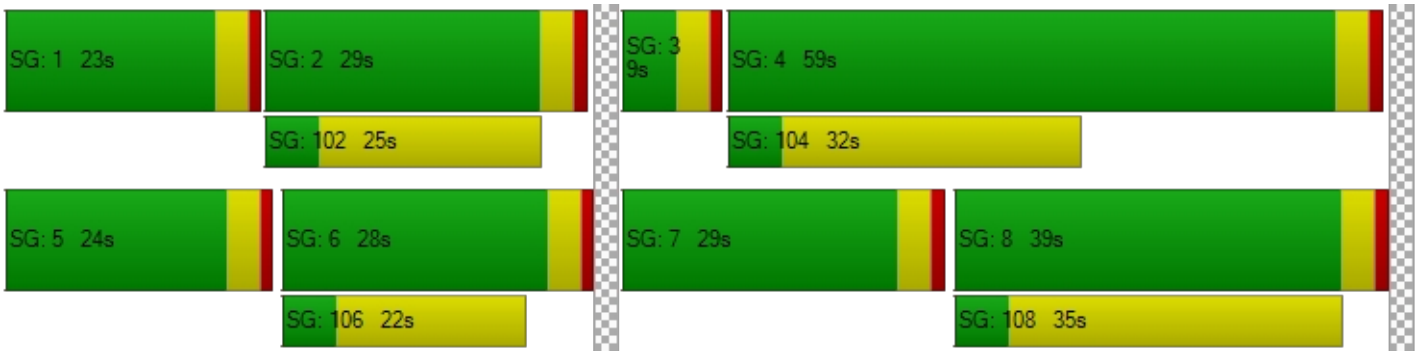
Vehicle Miles Traveled [mph]	136.79	410.36	128.77	14.52	31.10	15.93	2.30	15.23	14.58	25.32	26.08	24.83
Stops [stops/h]	323.48	514.44	169.14	246.13	317.09	167.03	34.66	200.18	193.79	482.63	293.79	280.13
Fuel consumption [US gal/h]	13.52	25.22	8.09	6.95	7.98	4.19	0.99	5.53	5.36	14.49	7.48	7.13
CO [g/h]	945.16	1762.68	565.41	485.60	557.99	292.84	68.94	386.40	374.97	1013.13	522.71	498.47
NOx [g/h]	183.89	342.95	110.01	94.48	108.56	56.98	13.41	75.18	72.95	197.12	101.70	96.98
VOC [g/h]	219.05	408.52	131.04	112.54	129.32	67.87	15.98	89.55	86.90	234.80	121.14	115.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.329	3.039	2.771	2.973
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	417	583	917
d_b, Bicycle Delay [s]	38.40	37.60	30.10	17.60
l_b,int, Bicycle LOS Score for Intersection	2.344	2.109	1.955	2.540
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	41	0	0	2	0	0	21	0	0	48
Total Hourly Volume [veh/h]	87	1009	123	103	768	5	20	152	62	219	141	145
Peak Hour Factor	0.8910	0.8910	0.8910	0.7568	0.7568	0.7568	0.7348	0.7348	0.7348	0.8323	0.8323	0.8323
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	283	35	34	254	2	7	52	21	66	42	44
Total Analysis Volume [veh/h]	98	1132	138	136	1015	7	27	207	84	263	169	174
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	24	0	10	26	0	0	29	0	0	31	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	26	0	18	23	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	51	51	10	53	53	14	14	14	19	19	19
g / C, Green / Cycle	0.07	0.46	0.46	0.09	0.48	0.48	0.13	0.13	0.13	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.23	0.08	0.19	0.19	0.01	0.11	0.05	0.15	0.09	0.11
s, saturation flow rate [veh/h]	1810	3618	1796	1810	3618	1893	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	125	1669	829	166	1749	916	237	249	212	309	324	275
d1, Uniform Delay [s]	50.37	20.85	20.85	49.08	18.01	18.01	42.15	46.59	43.80	44.27	41.53	42.41
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.09	1.11	2.23	10.69	0.64	1.22	0.21	7.01	1.20	6.61	1.30	2.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.51	0.51	0.82	0.38	0.38	0.11	0.83	0.40	0.85	0.52	0.63
d, Delay for Lane Group [s/veh]	60.47	21.96	23.08	59.77	18.65	19.23	42.36	53.60	45.00	50.88	42.83	44.79
Lane Group LOS	E	C	C	E	B	B	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.93	7.40	7.60	4.05	5.18	5.57	0.65	5.88	2.13	7.34	4.20	4.47
50th-Percentile Queue Length [ft/ln]	73.23	184.94	190.12	101.24	129.44	139.20	16.26	146.96	53.20	183.49	105.00	111.87
95th-Percentile Queue Length [veh/ln]	5.27	11.86	12.13	7.29	8.91	9.44	1.17	9.85	3.83	11.78	7.56	7.94
95th-Percentile Queue Length [ft/ln]	131.82	296.46	303.19	182.24	222.73	235.94	29.26	246.37	95.76	294.56	189.00	198.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	60.47	22.24	23.08	59.77	18.84	19.23	42.36	53.60	45.00	50.88	42.83	44.79
Movement LOS	E	C	C	E	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	25.06			23.65			50.37			46.89		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.76											
Intersection LOS	C											
Intersection V/C	0.564											

Emissions

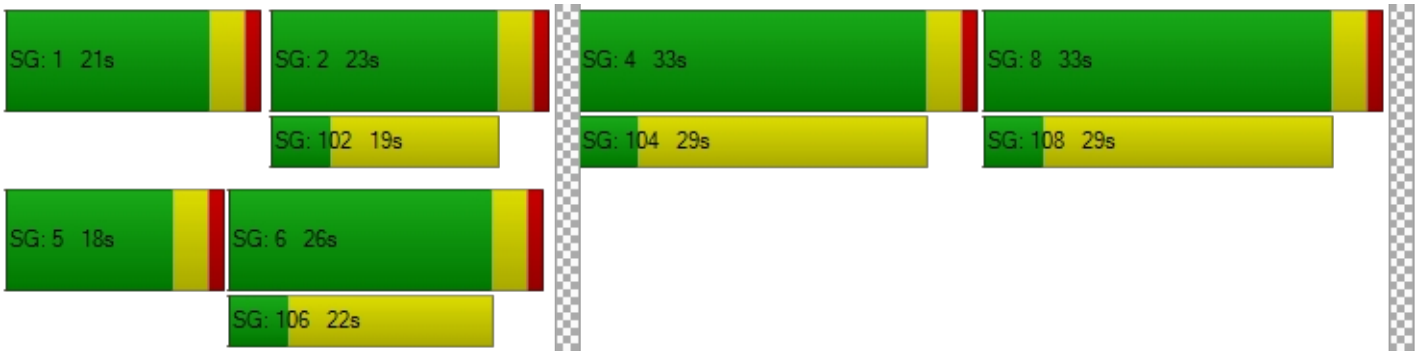
Vehicle Miles Traveled [mph]	161.22	1396.03	693.30	68.14	336.13	175.94	2.26	17.29	7.02	31.27	20.10	20.69
Stops [stops/h]	95.87	484.21	248.89	132.54	338.90	182.22	21.28	192.39	69.64	240.20	137.45	146.45
Fuel consumption [US gal/h]	7.92	57.67	28.84	5.64	18.28	9.67	0.52	4.77	1.70	6.20	3.54	3.77
CO [g/h]	553.90	4030.82	2015.82	394.08	1277.84	675.97	36.53	333.22	119.15	433.57	247.66	263.23
NOx [g/h]	107.77	784.25	392.20	76.67	248.62	131.52	7.11	64.83	23.18	84.36	48.19	51.21
VOC [g/h]	128.37	934.18	467.18	91.33	296.15	156.66	8.47	77.23	27.61	100.48	57.40	61.01

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.247	3.139	2.372	2.685
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	345	527	527
d_b, Bicycle Delay [s]	35.20	37.64	29.82	29.82
l_b,int, Bicycle LOS Score for Intersection	2.335	2.198	2.119	2.639
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	124	902	0	87	678	277	165	36	23	0	276	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	71	0	0	6	0	0	60
Total Hourly Volume [veh/h]	128	929	0	90	698	214	170	37	18	0	284	181
Peak Hour Factor	0.8289	0.8289	0.8289	0.9148	0.9148	0.9148	0.9538	0.9538	0.9538	0.8413	0.8413	0.8413
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	280	0	25	191	58	45	10	5	0	84	54
Total Analysis Volume [veh/h]	154	1121	0	98	763	234	178	39	19	0	338	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	36	0	5	34	0	7	38	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	40	0	9	38	0	21	52	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	59	59	5	57	57	13	30	30	0	18	18
g / C, Green / Cycle	0.06	0.53	0.53	0.04	0.52	0.52	0.12	0.28	0.28	0.00	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.04	0.22	0.00	0.03	0.15	0.14	0.10	0.01	0.01	0.00	0.07	0.13
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	214	2765	863	152	2675	835	210	999	446	2	834	260
d1, Uniform Delay [s]	50.74	15.23	0.00	51.78	15.06	15.02	47.69	29.13	29.16	0.00	41.41	44.65
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.16	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.54	0.44	0.00	4.47	0.27	0.84	13.20	0.02	0.04	0.00	0.32	6.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.41	0.00	0.64	0.29	0.28	0.85	0.04	0.04	0.00	0.41	0.83
d, Delay for Lane Group [s/veh]	55.27	15.67	0.00	56.25	15.33	15.85	60.89	29.14	29.19	0.00	41.72	51.20
Lane Group LOS	E	B	A	E	B	B	E	C	C	A	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.16	5.19	0.00	1.39	3.40	3.25	5.40	0.37	0.36	0.00	2.69	5.95
50th-Percentile Queue Length [ft/ln]	53.96	129.75	0.00	34.71	85.01	81.31	134.98	9.20	9.04	0.00	67.16	148.77
95th-Percentile Queue Length [veh/ln]	3.89	8.93	0.00	2.50	6.12	5.85	9.21	0.66	0.65	0.00	4.84	9.95
95th-Percentile Queue Length [ft/ln]	97.13	223.16	0.00	62.48	153.02	146.36	230.25	16.56	16.28	0.00	120.89	248.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.27	15.67	0.00	56.25	15.33	15.85	60.89	29.14	29.19	0.00	41.72	51.20
Movement LOS	E	B	A	E	B	B	E	C	C	A	D	D
d_A, Approach Delay [s/veh]	20.46			19.10			53.09			45.41		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	26.79											
Intersection LOS	C											
Intersection V/C	0.476											

Emissions

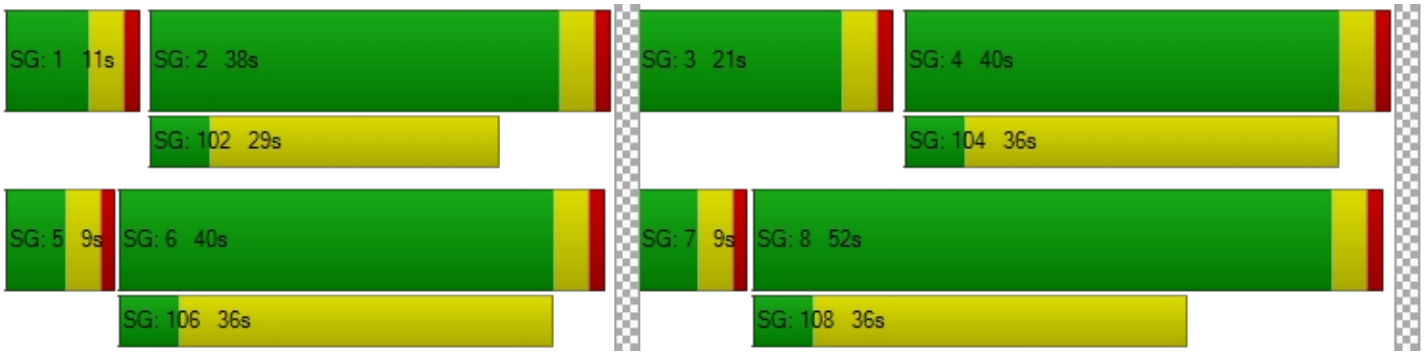
Vehicle Miles Traveled [mph]	57.45	418.18	0.00	161.22	1255.25	384.96	26.63	5.83	2.84	0.00	41.06	26.12
Stops [stops/h]	141.29	509.58	0.00	90.87	333.85	106.45	176.71	24.09	11.84	0.00	263.76	194.76
Fuel consumption [US gal/h]	5.46	24.25	0.00	7.78	49.56	15.27	5.32	0.73	0.36	0.00	7.56	5.56
CO [g/h]	381.51	1694.75	0.00	543.68	3464.11	1067.66	371.54	51.09	24.99	0.00	528.20	388.41
NOx [g/h]	74.23	329.74	0.00	105.78	673.99	207.73	72.29	9.94	4.86	0.00	102.77	75.57
VOC [g/h]	88.42	392.77	0.00	126.00	802.84	247.44	86.11	11.84	5.79	0.00	122.42	90.02

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.196	3.407	2.831	3.068
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	618	873	655
d_b, Bicycle Delay [s]	24.89	26.25	17.47	24.89
l_b,int, Bicycle LOS Score for Intersection	2.261	2.201	1.759	1.897
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	26	1079	39	34	696	43	20	20	22	11	32	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	10	0	0	11	0	0	6	0	0	2
Total Hourly Volume [veh/h]	27	1111	30	35	717	33	21	21	17	11	33	4
Peak Hour Factor	0.8408	0.8408	0.8408	0.9137	0.9137	0.9137	0.6630	0.6630	0.6630	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	330	9	10	196	9	8	8	6	3	10	1
Total Analysis Volume [veh/h]	32	1321	36	38	785	36	32	32	26	14	41	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	48	22	0	48	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	9	26	0	12	33	0	12	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	52	52	3	52	52	3	8	8	1	6	6
g / C, Green / Cycle	0.03	0.65	0.65	0.04	0.66	0.66	0.03	0.10	0.10	0.02	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.37	0.02	0.02	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1858	1810	1900	1637	1810	1900	1830
c, Capacity [veh/h]	58	2355	1051	65	2369	1217	58	183	157	31	154	148
d1, Uniform Delay [s]	38.16	7.67	4.98	37.99	5.60	5.61	38.15	33.19	33.26	38.95	34.19	34.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.04	0.97	0.06	8.20	0.23	0.44	7.92	0.41	0.55	10.08	0.44	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.56	0.03	0.59	0.23	0.23	0.55	0.16	0.18	0.45	0.15	0.15
d, Delay for Lane Group [s/veh]	46.20	8.64	5.04	46.19	5.83	6.05	46.07	33.60	33.80	49.03	34.63	34.68
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.71	4.66	0.17	0.84	1.38	1.49	0.73	0.53	0.52	0.35	0.42	0.42
50th-Percentile Queue Length [ft/ln]	17.84	116.48	4.28	21.02	34.41	37.31	18.18	13.20	12.96	8.77	10.58	10.56
95th-Percentile Queue Length [veh/ln]	1.28	8.20	0.31	1.51	2.48	2.69	1.31	0.95	0.93	0.63	0.76	0.76
95th-Percentile Queue Length [ft/ln]	32.12	204.98	7.71	37.83	61.94	67.15	32.72	23.76	23.32	15.78	19.04	19.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.20	8.64	5.04	46.19	5.90	6.05	46.07	33.61	33.80	49.03	34.65	34.68
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.42			7.69			38.10			38.01		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.59											
Intersection LOS	B											
Intersection V/C	0.416											

Emissions

Vehicle Miles Traveled [mph]	16.11	665.03	18.12	14.18	202.09	104.17	1.76	1.62	1.57	0.93	1.53	1.53
Stops [stops/h]	32.12	419.33	7.71	37.83	123.88	67.15	32.72	23.76	23.32	15.78	19.04	19.00
Fuel consumption [US gal/h]	1.25	30.33	0.75	1.31	9.11	4.75	0.61	0.44	0.43	0.29	0.36	0.36
CO [g/h]	87.54	2120.30	52.71	91.81	636.80	331.99	42.87	30.86	30.21	20.54	25.45	25.37
NOx [g/h]	17.03	412.53	10.26	17.86	123.90	64.59	8.34	6.00	5.88	4.00	4.95	4.94
VOC [g/h]	20.29	491.40	12.22	21.28	147.59	76.94	9.94	7.15	7.00	4.76	5.90	5.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.070	3.071	2.353	2.339
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	725	725
d_b, Bicycle Delay [s]	21.03	21.03	16.26	16.26
l_b,int, Bicycle LOS Score for Intersection	2.714	2.038	1.639	1.611
Bicycle LOS	B	B	A	A

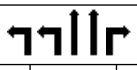
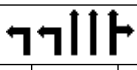
Sequence

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

Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	37.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	21	0	0	63	0	0	16	0	0	31
Total Hourly Volume [veh/h]	213	691	64	122	363	188	338	637	49	90	1070	94
Peak Hour Factor	0.7878	0.7878	0.7878	0.8529	0.8529	0.8529	0.9048	0.9048	0.9048	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	219	20	36	106	55	93	176	14	24	290	25
Total Analysis Volume [veh/h]	270	877	81	143	426	220	374	704	54	98	1159	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	44	0	7	39	0	16	47	0	6	37	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	47	0	10	43	0	17	44	0	9	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	46	46	6	42	42	13	37	37	5	29	29
g / C, Green / Cycle	0.09	0.42	0.42	0.05	0.39	0.39	0.12	0.33	0.33	0.04	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.05	0.04	0.12	0.14	0.11	0.14	0.03	0.03	0.23	0.23
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1822
c, Capacity [veh/h]	319	1527	682	192	1395	623	415	1731	540	153	940	473
d1, Uniform Delay [s]	49.24	24.25	19.34	51.25	23.52	24.03	47.86	28.20	25.20	51.77	39.23	39.23
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.11	1.58	0.36	5.68	0.57	1.57	7.29	0.15	0.08	4.44	3.22	11.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.57	0.12	0.75	0.31	0.35	0.90	0.41	0.10	0.64	0.89	0.89
d, Delay for Lane Group [s/veh]	55.35	25.83	19.70	56.93	24.09	25.60	55.15	28.35	25.28	56.21	42.45	50.88
Lane Group LOS	E	C	B	E	C	C	E	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.81	8.49	1.27	2.04	3.78	4.14	5.22	4.46	0.92	1.36	10.58	11.77
50th-Percentile Queue Length [ft/ln]	95.30	212.13	31.70	50.97	94.44	103.52	130.45	111.47	23.10	34.12	264.42	294.16
95th-Percentile Queue Length [veh/ln]	6.86	13.26	2.28	3.67	6.80	7.45	8.96	7.92	1.66	2.46	15.91	17.39
95th-Percentile Queue Length [ft/ln]	171.53	331.55	57.07	91.74	169.99	186.34	224.10	198.05	41.58	61.42	397.77	434.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.35	25.83	19.70	56.93	24.09	25.60	55.15	28.35	25.28	56.21	44.78	50.88
Movement LOS	E	C	B	E	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	31.91			30.46			37.06			46.06		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	37.22											
Intersection LOS	D											
Intersection V/C	0.621											

Emissions

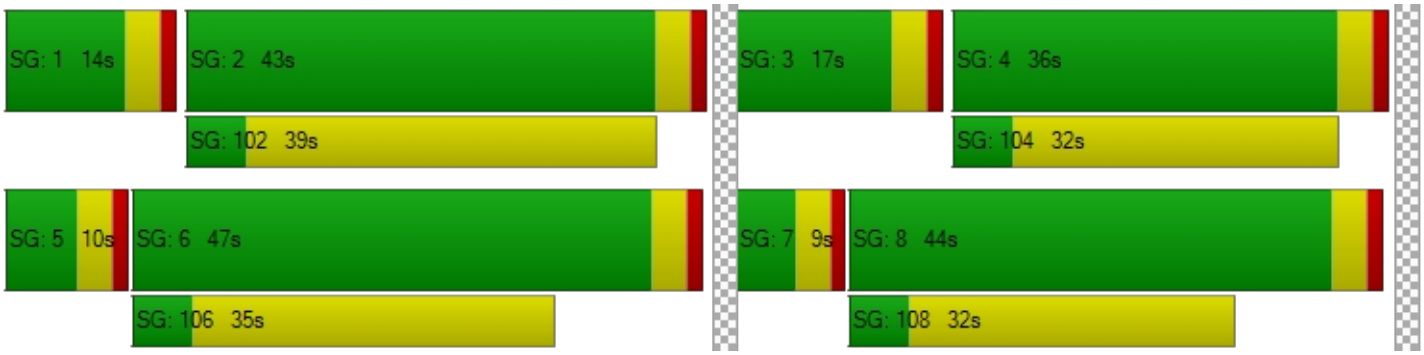
Vehicle Miles Traveled [mph]	134.14	435.70	40.24	71.99	214.46	110.75	93.47	175.94	13.50	10.64	91.06	45.88
Stops [stops/h]	249.50	555.38	41.50	133.44	247.26	135.52	341.53	437.79	30.24	89.33	692.31	385.08
Fuel consumption [US gal/h]	10.74	26.45	2.22	5.78	12.51	6.63	13.67	18.08	1.29	3.14	23.15	13.06
CO [g/h]	750.79	1848.81	155.18	404.25	874.72	463.25	955.38	1263.70	90.24	219.21	1618.09	912.98
NOx [g/h]	146.08	359.71	30.19	78.65	170.19	90.13	185.88	245.87	17.56	42.65	314.82	177.63
VOC [g/h]	174.00	428.48	35.97	93.69	202.72	107.36	221.42	292.88	20.91	50.81	375.01	211.59

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.103	3.235	3.451	3.303
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	782	709	727	582
d_b, Bicycle Delay [s]	20.40	22.91	22.27	27.65
l_b,int, Bicycle LOS Score for Intersection	2.590	2.263	2.191	2.324
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	24	999	6	9	414	35	8	105	5	12	103	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	9	0	0	1	0	0	4
Total Hourly Volume [veh/h]	25	1029	4	9	426	27	8	108	4	12	106	11
Peak Hour Factor	0.8643	0.8643	0.8643	0.7467	0.7467	0.7467	0.8393	0.8393	0.8393	0.8520	0.8520	0.8520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	298	1	3	143	9	2	32	1	4	31	3
Total Analysis Volume [veh/h]	29	1191	5	12	570	36	10	129	5	14	124	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	5	32	0	21	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	15	36	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	62	62	1	60	60	1	10	10	1	10	10
g / C, Green / Cycle	0.03	0.68	0.68	0.01	0.67	0.67	0.01	0.11	0.11	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.22	0.22	0.01	0.16	0.02	0.01	0.04	0.00	0.01	0.07	0.01
s, saturation flow rate [veh/h]	1810	3618	1896	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	52	2470	1294	26	2418	1080	23	391	175	30	213	181
d1, Uniform Delay [s]	43.14	5.79	5.79	43.99	5.87	5.06	44.11	37.11	35.90	43.84	37.94	35.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.00	0.34	0.65	11.78	0.23	0.06	12.38	0.49	0.07	10.44	2.50	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.32	0.32	0.46	0.24	0.03	0.43	0.33	0.03	0.46	0.58	0.07
d, Delay for Lane Group [s/veh]	52.15	6.13	6.43	55.77	6.10	5.12	56.49	37.60	35.97	54.27	40.43	35.92
Lane Group LOS	D	A	A	E	A	A	E	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.74	2.30	2.52	0.35	1.90	0.22	0.30	1.31	0.10	0.39	2.68	0.26
50th-Percentile Queue Length [ft/ln]	18.52	57.39	62.92	8.73	47.48	5.39	7.40	32.76	2.49	9.78	67.02	6.46
95th-Percentile Queue Length [veh/ln]	1.33	4.13	4.53	0.63	3.42	0.39	0.53	2.36	0.18	0.70	4.83	0.47
95th-Percentile Queue Length [ft/ln]	33.33	103.29	113.25	15.71	85.46	9.70	13.33	58.97	4.48	17.60	120.64	11.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.15	6.23	6.43	55.77	6.10	5.12	56.49	37.60	35.97	54.27	40.43	35.92
Movement LOS	D	A	A	E	A	A	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.32			7.01			38.86			41.33		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.76											
Intersection LOS	B											
Intersection V/C	0.294											

Emissions

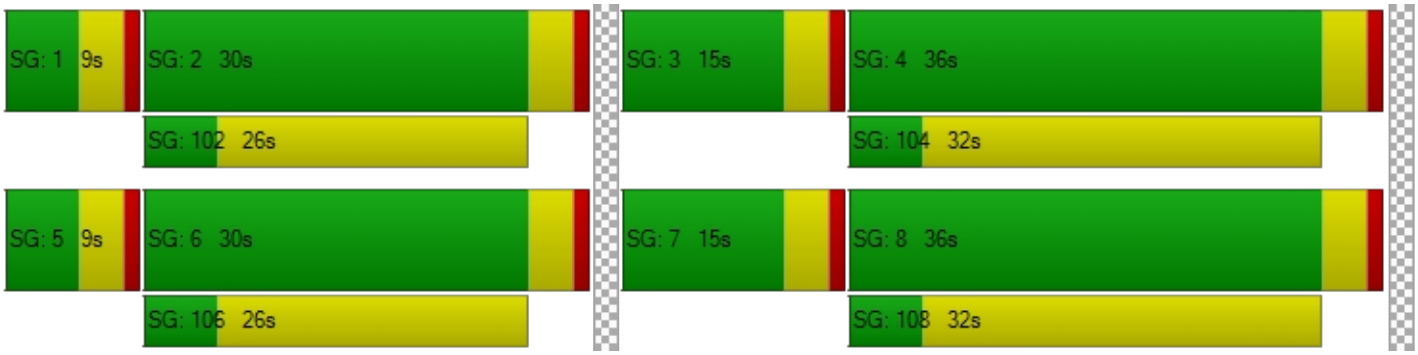
Vehicle Miles Traveled [mph]	5.69	154.08	80.76	5.96	283.18	17.89	5.02	64.70	2.51	3.75	33.25	3.49
Stops [stops/h]	29.63	183.63	100.67	13.96	151.92	8.62	11.84	104.84	3.98	15.65	107.24	10.34
Fuel consumption [US gal/h]	0.87	8.54	4.56	0.46	13.20	0.82	0.40	4.24	0.16	0.42	3.09	0.31
CO [g/h]	60.90	597.16	318.62	32.07	923.01	57.42	27.62	296.48	11.33	29.04	216.29	21.37
NOx [g/h]	11.85	116.19	61.99	6.24	179.58	11.17	5.37	57.68	2.20	5.65	42.08	4.16
VOC [g/h]	14.12	138.40	73.84	7.43	213.92	13.31	6.40	68.71	2.63	6.73	50.13	4.95

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.978	2.865	2.521	2.518
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	711	711
d_b, Bicycle Delay [s]	22.76	22.76	18.69	18.69
l_b,int, Bicycle LOS Score for Intersection	2.234	2.077	1.679	1.815
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	84	431	14	98	395	189	120	268	45	23	398	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	49	0	0	12	0	0	36
Total Hourly Volume [veh/h]	87	444	10	101	407	146	124	276	34	24	410	108
Peak Hour Factor	0.9010	0.9010	0.9010	0.8191	0.8191	0.8191	0.8730	0.8730	0.8730	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	123	3	31	124	45	36	79	10	7	123	32
Total Analysis Volume [veh/h]	97	493	11	123	497	178	142	316	39	29	492	130
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	7	23	0	9	27	0	8	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	26	0	12	26	0	13	30	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	33	33	7	34	34	8	22	22	2	16	16
g / C, Green / Cycle	0.07	0.41	0.41	0.09	0.43	0.43	0.10	0.27	0.27	0.03	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.05	0.13	0.13	0.07	0.19	0.19	0.08	0.09	0.10	0.02	0.17	0.17
s, saturation flow rate [veh/h]	1810	1900	1885	1810	1900	1731	1810	1900	1828	1810	1900	1765
c, Capacity [veh/h]	126	781	775	156	812	740	177	515	495	58	389	361
d1, Uniform Delay [s]	36.57	16.01	16.01	35.84	16.10	16.11	35.31	23.49	23.51	38.10	30.45	30.49
k, delay calibration	0.11	0.50	0.50	0.14	0.50	0.50	0.16	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.38	1.10	1.11	10.99	1.69	1.86	11.75	0.41	0.43	6.61	4.48	5.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.32	0.32	0.79	0.43	0.44	0.80	0.35	0.35	0.50	0.83	0.83
d, Delay for Lane Group [s/veh]	45.95	17.11	17.12	46.83	17.79	17.98	47.06	23.90	23.94	44.71	34.93	35.50
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.11	3.08	3.06	2.72	4.43	4.09	3.12	2.57	2.50	0.64	5.94	5.62
50th-Percentile Queue Length [ft/ln]	52.66	76.89	76.45	67.90	110.86	102.23	77.97	64.28	62.54	15.89	148.59	140.57
95th-Percentile Queue Length [veh/ln]	3.79	5.54	5.50	4.89	7.89	7.36	5.61	4.63	4.50	1.14	9.94	9.51
95th-Percentile Queue Length [ft/ln]	94.79	138.41	137.61	122.22	197.20	184.02	140.34	115.71	112.57	28.61	248.55	237.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.95	17.11	17.12	46.83	17.84	17.98	47.06	23.92	23.94	44.71	35.13	35.50
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	21.77			22.34			30.53			35.63		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	27.20											
Intersection LOS	C											
Intersection V/C	0.489											

Emissions

Vehicle Miles Traveled [mph]	14.68	38.26	38.01	14.14	40.56	37.06	85.79	108.82	105.66	5.39	59.68	55.88
Stops [stops/h]	94.79	138.41	137.61	122.22	199.55	184.02	140.34	115.71	112.57	28.61	267.47	253.03
Fuel consumption [US gal/h]	2.36	3.61	3.59	2.88	4.69	4.31	6.05	6.04	5.87	0.80	7.65	7.23
CO [g/h]	165.24	252.35	250.82	201.27	327.84	301.57	422.57	422.53	410.54	56.22	535.04	505.70
NOx [g/h]	32.15	49.10	48.80	39.16	63.79	58.67	82.22	82.21	79.88	10.94	104.10	98.39
VOC [g/h]	38.30	58.48	58.13	46.65	75.98	69.89	97.93	97.92	95.15	13.03	124.00	117.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.609	2.794	2.700	2.680
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	650	625
d_b, Bicycle Delay [s]	21.03	21.03	18.23	18.91
l_b,int, Bicycle LOS Score for Intersection	2.059	2.258	1.980	2.126
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	37	274	152	40	113	23	14	150	12	173	442	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	6	0	0	3	0	0	14
Total Hourly Volume [veh/h]	38	282	118	41	116	18	14	155	9	178	455	41
Peak Hour Factor	0.8238	0.8238	0.8238	0.8554	0.8554	0.8554	0.8688	0.8688	0.8688	0.9003	0.9003	0.9003
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	86	36	12	34	5	4	45	3	49	126	11
Total Analysis Volume [veh/h]	46	342	143	48	136	21	16	178	10	198	505	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	19	0	18	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	26	0	14	26	0	13	23	0	17	27	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	40	40	3	40	40	2	10	10	11	19	19
g / C, Green / Cycle	0.04	0.50	0.50	0.04	0.50	0.50	0.02	0.12	0.12	0.13	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.09	0.03	0.07	0.01	0.01	0.09	0.01	0.11	0.15	0.15
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1845
c, Capacity [veh/h]	74	956	812	75	957	814	35	236	200	238	448	435
d1, Uniform Delay [s]	37.77	12.05	10.84	37.74	10.60	9.98	38.80	33.87	30.89	33.88	27.37	27.38
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.39	1.05	0.47	8.60	0.31	0.06	8.91	4.89	0.10	7.39	1.42	1.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.36	0.18	0.64	0.14	0.03	0.45	0.76	0.05	0.83	0.62	0.62
d, Delay for Lane Group [s/veh]	46.16	13.10	11.32	46.34	10.92	10.03	47.71	38.76	30.99	41.27	28.79	28.85
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.03	3.58	1.35	1.08	1.24	0.18	0.38	3.44	0.17	3.99	4.57	4.45
50th-Percentile Queue Length [ft/ln]	25.78	89.50	33.72	26.93	30.98	4.53	9.53	86.12	4.14	99.67	114.26	111.28
95th-Percentile Queue Length [veh/ln]	1.86	6.44	2.43	1.94	2.23	0.33	0.69	6.20	0.30	7.18	8.08	7.91
95th-Percentile Queue Length [ft/ln]	46.41	161.09	60.70	48.47	55.77	8.16	17.16	155.02	7.46	179.41	201.91	197.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.16	13.10	11.32	46.34	10.92	10.03	47.71	38.76	30.99	41.27	28.82	28.85
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	15.48			19.12			39.08			32.11		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	26.15											
Intersection LOS	C											
Intersection V/C	0.410											

Emissions

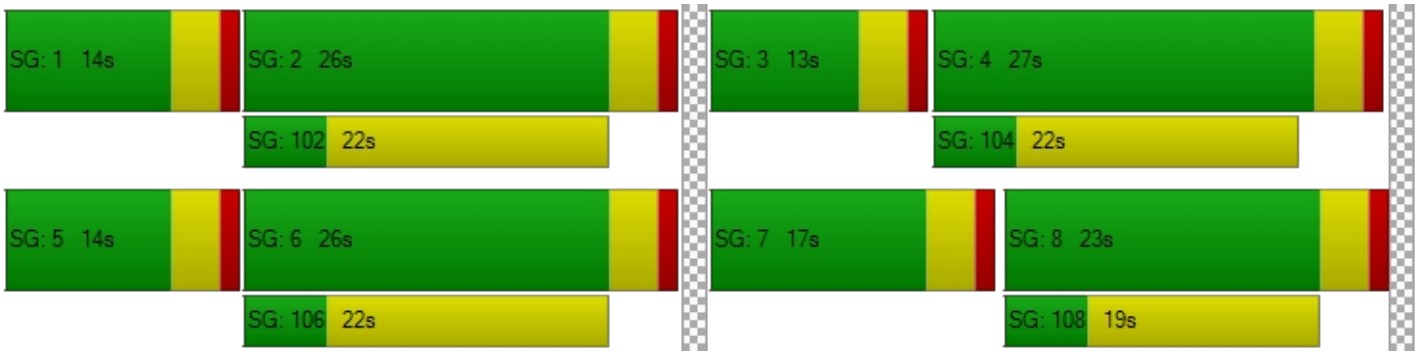
Vehicle Miles Traveled [mph]	20.22	150.32	62.85	3.78	10.71	1.65	1.06	11.77	0.66	28.85	40.70	39.58
Stops [stops/h]	46.41	161.09	60.70	48.47	55.77	8.16	17.16	155.02	7.46	179.41	205.67	200.31
Fuel consumption [US gal/h]	1.55	7.85	3.18	0.96	1.13	0.17	0.40	3.73	0.18	4.88	5.59	5.44
CO [g/h]	108.47	548.93	222.40	67.19	78.97	11.69	28.31	261.07	12.48	341.28	390.68	380.40
NOx [g/h]	21.10	106.80	43.27	13.07	15.36	2.27	5.51	50.80	2.43	66.40	76.01	74.01
VOC [g/h]	25.14	127.22	51.54	15.57	18.30	2.71	6.56	60.51	2.89	79.10	90.54	88.16

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.443	2.447	2.529	2.658
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	475	575
d_b, Bicycle Delay [s]	21.03	21.03	23.26	20.31
l_b,int, Bicycle LOS Score for Intersection	2.500	1.908	1.901	2.189
Bicycle LOS	B	A	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	19	888	51	28	328	30	25	84	14	125	222	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	8	0	0	4	0	0	32
Total Hourly Volume [veh/h]	20	915	40	29	338	23	26	87	10	129	229	94
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	261	11	8	96	7	7	25	3	37	65	27
Total Analysis Volume [veh/h]	23	1042	46	33	385	26	30	99	11	147	261	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	16	32	0	19	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	32	0	9	32	0	10	36	0	13	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	53	53	3	53	53	3	9	9	9	16	16
g / C, Green / Cycle	0.02	0.59	0.59	0.03	0.59	0.59	0.03	0.10	0.10	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.01	0.20	0.03	0.02	0.07	0.02	0.02	0.03	0.01	0.08	0.07	0.07
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	3031	946	57	3066	957	54	383	171	180	635	284
d1, Uniform Delay [s]	43.37	9.68	7.96	43.00	8.08	7.60	43.09	36.98	36.21	39.74	32.96	32.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.04	0.31	0.10	9.05	0.08	0.05	8.84	0.35	0.16	8.80	0.43	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.34	0.05	0.58	0.13	0.03	0.56	0.26	0.06	0.82	0.41	0.38
d, Delay for Lane Group [s/veh]	52.41	9.99	8.05	52.05	8.16	7.65	51.93	37.33	36.37	48.53	33.38	33.58
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.60	3.03	0.35	0.84	0.94	0.19	0.76	0.98	0.22	3.47	2.44	2.02
50th-Percentile Queue Length [ft/ln]	14.91	75.77	8.65	20.93	23.46	4.71	19.08	24.40	5.39	86.79	60.94	50.52
95th-Percentile Queue Length [veh/ln]	1.07	5.46	0.62	1.51	1.69	0.34	1.37	1.76	0.39	6.25	4.39	3.64
95th-Percentile Queue Length [ft/ln]	26.85	136.39	15.57	37.67	42.23	8.47	34.34	43.92	9.71	156.22	109.70	90.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.41	9.99	8.05	52.05	8.16	7.65	51.93	37.33	36.37	48.53	33.38	33.58
Movement LOS	D	A	A	D	A	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	10.79			11.39			40.39			37.75		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.07											
Intersection LOS	B											
Intersection V/C	0.328											

Emissions

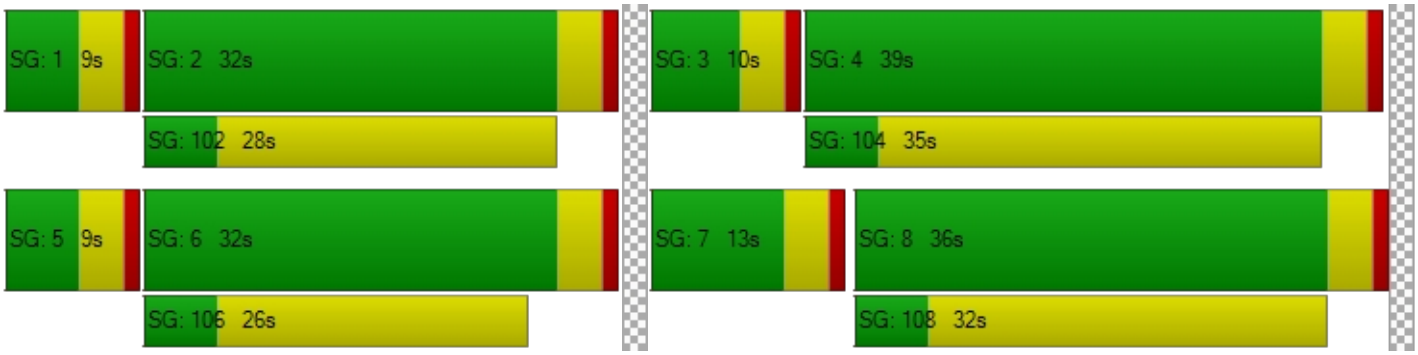
Vehicle Miles Traveled [mph]	9.55	432.49	19.09	9.86	114.99	7.77	2.12	7.00	0.78	27.05	48.04	19.69
Stops [stops/h]	23.86	363.71	13.84	33.48	112.62	7.53	30.52	78.09	8.63	138.86	195.01	80.83
Fuel consumption [US gal/h]	0.87	21.47	0.90	1.10	5.98	0.40	0.77	1.96	0.22	4.11	5.84	2.41
CO [g/h]	60.76	1500.42	63.05	77.15	418.09	27.98	53.77	137.21	15.05	286.98	408.52	168.54
NOx [g/h]	11.82	291.93	12.27	15.01	81.35	5.44	10.46	26.70	2.93	55.84	79.48	32.79
VOC [g/h]	14.08	347.74	14.61	17.88	96.90	6.48	12.46	31.80	3.49	66.51	94.68	39.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.051	3.042	2.573	2.680
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	711	778
d_b, Bicycle Delay [s]	21.36	21.36	18.69	16.81
l_b,int, Bicycle LOS Score for Intersection	2.178	1.808	1.678	2.011
Bicycle LOS	B	A	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	101	339	14	52	200	45	62	108	53	3	146	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	349	14	54	206	46	64	111	55	3	150	65
Peak Hour Factor	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	98	4	15	58	13	18	31	15	1	42	18
Total Analysis Volume [veh/h]	117	393	16	61	232	52	72	125	62	3	169	73
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	478	512	515	463	496	547	453	483	530	503	552
Degree of Utilization, x	0.24	0.40	0.40	0.13	0.47	0.10	0.16	0.26	0.12	0.01	0.44

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.95	1.90	1.88	0.45	2.46	0.31	0.56	1.03	0.39	0.02	2.22
95th-Percentile Queue Length [ft]	23.82	47.61	47.05	11.26	61.54	7.85	14.00	25.64	9.86	0.45	55.49
Approach Delay [s/veh]	13.92			14.47			12.01			14.19	
Approach LOS	B			B			B			B	
Intersection Delay [s/veh]	13.75										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	10	0	0	9	0	0	20
Total Hourly Volume [veh/h]	63	795	12	20	410	28	97	122	28	20	233	58
Peak Hour Factor	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	235	4	6	121	8	29	36	8	6	69	17
Total Analysis Volume [veh/h]	74	939	14	24	484	33	115	144	33	24	275	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	46	0	5	39	0	17	26	0	17	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	38	0	10	33	0	12	31	0	11	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	54	54	2	52	52	7	15	15	2	10	10
g / C, Green / Cycle	0.05	0.61	0.61	0.03	0.58	0.58	0.08	0.17	0.17	0.03	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.04	0.26	0.01	0.01	0.13	0.02	0.06	0.04	0.02	0.01	0.05	0.04
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	97	2186	976	46	2084	930	145	604	270	46	582	182
d1, Uniform Delay [s]	42.03	9.51	7.11	43.32	9.33	8.25	40.67	32.52	31.88	43.31	37.44	37.03
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.66	0.62	0.03	8.89	0.26	0.07	9.42	0.20	0.20	8.80	0.60	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.43	0.01	0.52	0.23	0.04	0.79	0.24	0.12	0.52	0.47	0.38
d, Delay for Lane Group [s/veh]	53.68	10.13	7.13	52.21	9.59	8.32	50.09	32.72	32.08	52.11	38.03	38.33
Lane Group LOS	D	B	A	D	A	A	D	C	C	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.86	4.19	0.10	0.62	2.03	0.25	2.79	1.33	0.60	0.62	1.86	1.43
50th-Percentile Queue Length [ft/ln]	46.62	104.63	2.41	15.49	50.83	6.36	69.83	33.23	15.11	15.61	46.47	35.65
95th-Percentile Queue Length [veh/ln]	3.36	7.53	0.17	1.12	3.66	0.46	5.03	2.39	1.09	1.12	3.35	2.57
95th-Percentile Queue Length [ft/ln]	83.92	188.34	4.33	27.88	91.50	11.45	125.70	59.81	27.21	28.09	83.64	64.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.68	10.13	7.13	52.21	9.59	8.32	50.09	32.72	32.08	52.11	38.03	38.33
Movement LOS	D	B	A	D	A	A	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	13.23			11.41			39.49			39.01		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	20.49											
Intersection LOS	C											
Intersection V/C	0.390											

Emissions

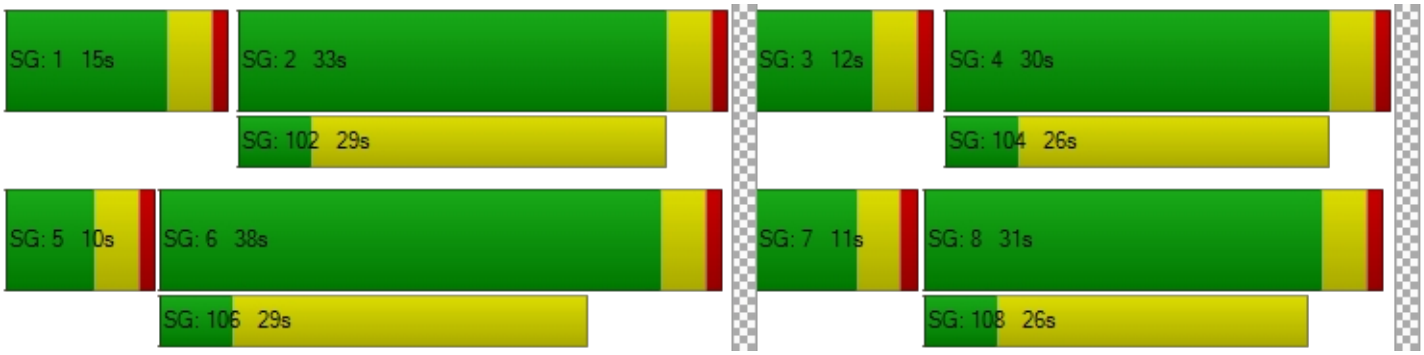
Vehicle Miles Traveled [mph]	4.82	61.17	0.91	1.90	38.34	2.61	12.53	15.69	3.60	12.09	138.56	34.77
Stops [stops/h]	74.59	334.82	3.85	24.78	162.67	10.18	111.73	106.33	24.18	24.97	223.05	57.03
Fuel consumption [US gal/h]	1.90	8.20	0.10	0.63	4.28	0.27	2.72	2.57	0.58	0.93	9.28	2.34
CO [g/h]	132.88	572.91	6.95	43.91	299.28	19.02	190.03	179.32	40.67	65.21	648.85	163.83
NOx [g/h]	25.85	111.47	1.35	8.54	58.23	3.70	36.97	34.89	7.91	12.69	126.24	31.88
VOC [g/h]	30.80	132.78	1.61	10.18	69.36	4.41	44.04	41.56	9.42	15.11	150.38	37.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.845	2.882	2.737	2.730
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	644	600	578
d_b, Bicycle Delay [s]	17.42	20.67	22.05	22.76
l_b,int, Bicycle LOS Score for Intersection	2.410	2.014	1.808	1.773
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	15	1	6	6	6	45	275	43	7	304	8
Peak Hour Factor	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	6	0	3	3	3	19	115	18	3	128	3
Total Analysis Volume [veh/h]	44	25	2	10	10	10	76	462	72	12	510	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	604	622	623	681	681	719	618	674	674	681
Degree of Utilization, x	0.12	0.05	0.12	0.26	0.26	0.25	0.02	0.26	0.26	0.26

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.40	0.15	0.41	1.04	1.04	0.97	0.06	1.03	1.03	1.02
95th-Percentile Queue Length [ft]	9.92	3.79	10.37	26.12	26.12	24.33	1.49	25.71	25.71	25.38
Approach Delay [s/veh]	9.75	9.08	9.63				9.83			
Approach LOS	A	A	A				A			
Intersection Delay [s/veh]	9.71									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	32.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	23	0	0	19	0	0	6
Total Hourly Volume [veh/h]	46	105	43	12	94	67	268	301	55	65	250	16
Peak Hour Factor	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	39	16	4	35	25	98	111	20	24	92	6
Total Analysis Volume [veh/h]	68	154	63	18	138	98	394	442	81	95	367	24
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	6	32	0	6	32	0	51	50	50	16	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	26	27	27	18	19	19
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	4	40	40	2	37	21	26	35	6	11	17
g / C, Green / Cycle	0.05	0.44	0.44	0.02	0.41	0.24	0.29	0.39	0.07	0.13	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.08	0.04	0.01	0.13	0.22	0.12	0.05	0.05	0.10	0.01
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1770	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	88	835	710	37	729	427	1060	624	125	455	308
d1, Uniform Delay [s]	42.32	15.38	14.71	43.59	17.97	33.57	25.62	17.85	41.18	38.27	29.90
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.16	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.31	0.49	0.25	9.26	1.18	8.66	0.26	0.14	9.23	3.42	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.18	0.09	0.48	0.32	0.92	0.42	0.13	0.76	0.81	0.08
d, Delay for Lane Group [s/veh]	55.64	15.86	14.95	52.85	19.15	42.23	25.88	17.99	50.41	41.69	30.00
Lane Group LOS	E	B	B	D	B	D	C	B	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.80	1.98	0.78	0.48	3.27	8.85	3.59	1.03	2.30	3.95	0.42
50th-Percentile Queue Length [ft/ln]	45.05	49.39	19.43	11.92	81.78	221.28	89.71	25.69	57.43	98.80	10.38
95th-Percentile Queue Length [veh/ln]	3.24	3.56	1.40	0.86	5.89	13.73	6.46	1.85	4.14	7.11	0.75
95th-Percentile Queue Length [ft/ln]	81.10	88.89	34.98	21.45	147.20	343.26	161.47	46.25	103.38	177.83	18.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.64	15.86	14.95	52.85	19.15	19.15	42.23	25.88	17.99	50.41	41.69	30.00
Movement LOS	E	B	B	D	B	B	D	C	B	D	D	C
d_A, Approach Delay [s/veh]	25.15			21.54			32.21			42.81		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.43											
Intersection LOS	C											
Intersection V/C	0.490											

Emissions

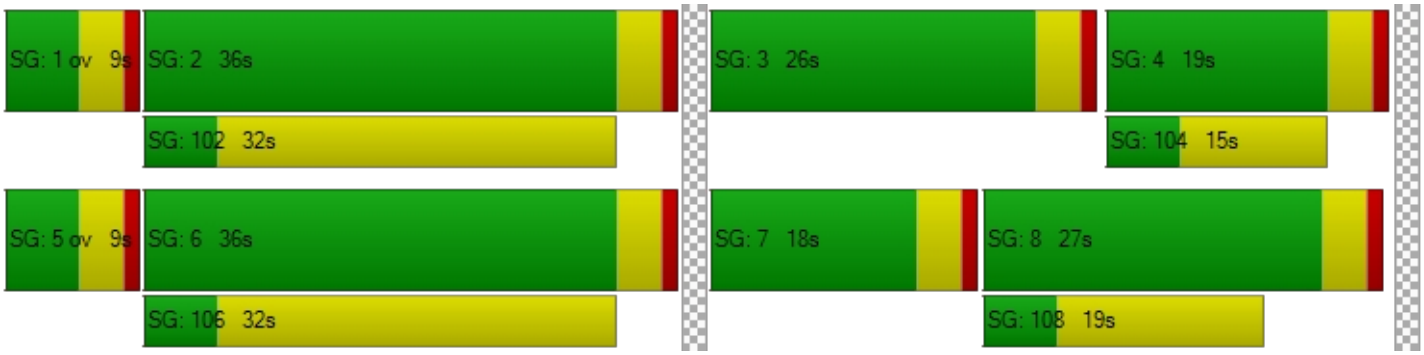
Vehicle Miles Traveled [mph]	21.30	48.23	19.73	9.00	117.97	35.81	40.18	7.36	23.66	91.39	5.98
Stops [stops/h]	72.09	79.02	31.09	19.07	130.85	354.05	287.06	41.11	91.89	316.15	16.61
Fuel consumption [US gal/h]	2.04	2.92	1.18	0.74	6.59	9.02	7.27	1.06	2.93	10.18	0.56
CO [g/h]	142.93	204.05	82.18	51.66	460.66	630.19	508.46	74.09	204.66	711.34	39.00
NOx [g/h]	27.81	39.70	15.99	10.05	89.63	122.61	98.93	14.42	39.82	138.40	7.59
VOC [g/h]	33.12	47.29	19.05	11.97	106.76	146.05	117.84	17.17	47.43	164.86	9.04

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.307	2.391	2.845	2.819
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	711	511	333
d_b, Bicycle Delay [s]	18.69	18.69	24.94	31.25
l_b,int, Bicycle LOS Score for Intersection	2.053	2.017	2.332	1.966
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	11	0	0	27	0	0	3
Total Hourly Volume [veh/h]	108	138	7	6	25	34	277	617	80	3	397	7
Peak Hour Factor	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	48	2	2	9	12	97	215	28	1	138	2
Total Analysis Volume [veh/h]	151	193	10	8	35	47	386	861	112	4	554	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	46	57	0	5	16	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	21	23	0	17	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	17	29	29	0	13	13
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.24	0.41	0.41	0.01	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.01	0.05	0.21	0.24	0.07	0.00	0.15	0.01
s, saturation flow rate [veh/h]	1337	1884	1198	1725	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	570	770	471	705	428	1490	665	15	664	296
d1, Uniform Delay [s]	16.71	13.72	16.92	12.85	25.94	15.89	13.01	34.51	27.55	23.48
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.13	0.84	0.07	0.34	7.21	0.36	0.12	9.50	2.85	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.26	0.02	0.12	0.90	0.58	0.17	0.27	0.83	0.03
d, Delay for Lane Group [s/veh]	17.84	14.55	16.98	13.19	33.15	16.25	13.13	44.01	30.40	23.52
Lane Group LOS	B	B	B	B	C	B	B	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.77	2.03	0.09	0.77	6.39	4.51	0.97	0.10	4.29	0.13
50th-Percentile Queue Length [ft/ln]	44.13	50.87	2.26	19.20	159.82	112.68	24.16	2.55	107.25	3.19
95th-Percentile Queue Length [veh/ln]	3.18	3.66	0.16	1.38	10.54	7.99	1.74	0.18	7.69	0.23
95th-Percentile Queue Length [ft/ln]	79.43	91.57	4.06	34.57	263.48	199.73	43.48	4.60	192.17	5.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.84	14.55	14.55	16.98	13.19	13.19	33.15	16.25	13.13	44.01	30.40	23.52
Movement LOS	B	B	B	B	B	B	C	B	B	D	C	C
d_A, Approach Delay [s/veh]	15.96			13.52			20.79			30.37		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	22.09											
Intersection LOS	C											
Intersection V/C	0.479											

Emissions

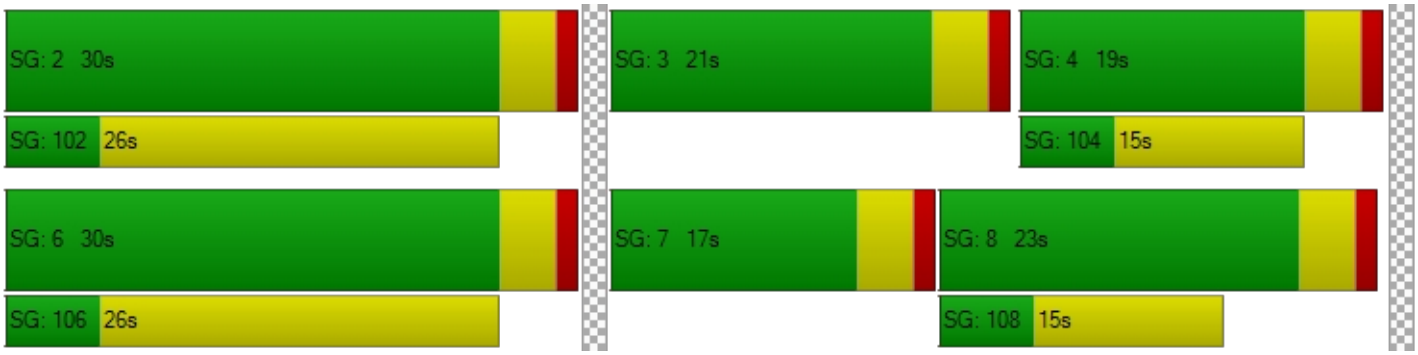
Vehicle Miles Traveled [mph]	51.86	69.72	1.93	19.82	45.20	100.83	13.12	0.33	45.40	0.82
Stops [stops/h]	90.78	104.65	4.64	39.50	328.77	463.61	49.69	5.25	441.25	6.57
Fuel consumption [US gal/h]	3.30	4.13	0.14	1.32	8.24	12.07	1.37	0.11	10.47	0.16
CO [g/h]	230.51	288.45	9.96	92.13	576.06	843.56	95.54	7.85	731.83	11.02
NOx [g/h]	44.85	56.12	1.94	17.93	112.08	164.13	18.59	1.53	142.39	2.14
VOC [g/h]	53.42	66.85	2.31	21.35	133.51	195.50	22.14	1.82	169.61	2.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.165	2.245	3.219	2.812
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	743	743	543	429
d_b, Bicycle Delay [s]	13.83	13.83	18.58	21.61
l_b,int, Bicycle LOS Score for Intersection	2.149	1.726	2.703	2.031
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

Intersection Setup

Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0000	1.0000	1.0000	1.0300	1.0300	1.0000	1.0000	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	158	0	0	0	0	0	0	0	0	58
Total Hourly Volume [veh/h]	122	29	473	0	0	0	44	372	0	0	316	173
Peak Hour Factor	0.8478	0.8478	0.8478	1.0000	1.0000	1.0000	0.8478	0.8478	1.0000	1.0000	0.8478	0.8478
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	9	139	0	0	0	13	110	0	0	93	51
Total Analysis Volume [veh/h]	144	34	558	0	0	0	52	439	0	0	373	204
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	62	0	0	0	0	5	50	0	0	41	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	18	0	0	0	0	32	52	0	0	20	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	70	70	70		70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	43		3	19	12	12
g / C, Green / Cycle	0.61	0.61	0.61		0.05	0.27	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.05	0.35		0.01	0.12	0.10	0.13
s, saturation flow rate [veh/h]	1810	1843	1615		3514	3618	3618	1615
c, Capacity [veh/h]	1110	1131	991		165	985	608	272
d1, Uniform Delay [s]	5.50	5.49	7.99		32.28	21.10	27.00	27.72
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.14	2.31		1.09	0.32	1.01	4.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.08	0.56		0.32	0.45	0.61	0.75
d, Delay for Lane Group [s/veh]	5.64	5.63	10.30		33.36	21.42	28.01	31.88
Lane Group LOS	A	A	B		C	C	C	C
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.47	0.48	4.57		0.42	2.69	2.85	3.42
50th-Percentile Queue Length [ft/ln]	11.81	11.94	114.31		10.51	67.30	71.22	85.44
95th-Percentile Queue Length [veh/ln]	0.85	0.86	8.08		0.76	4.85	5.13	6.15
95th-Percentile Queue Length [ft/ln]	21.25	21.50	201.98		18.91	121.13	128.19	153.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.64	5.63	10.30	0.00	0.00	0.00	33.36	21.42	0.00	0.00	28.01	31.88
Movement LOS	A	A	B				C	C			C	C
d_A, Approach Delay [s/veh]	9.17			0.00			22.68			29.38		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	19.31											
Intersection LOS	B											
Intersection V/C	0.487											

Emissions

Vehicle Miles Traveled [mph]	8.03	8.14	50.69		7.47	63.10	43.68	23.89
Stops [stops/h]	24.29	24.57	235.15		43.23	276.87	293.01	175.76
Fuel consumption [US gal/h]	0.57	0.57	4.56		1.15	7.52	5.54	3.28
CO [g/h]	39.57	40.09	318.44		80.15	525.58	387.46	229.14
NOx [g/h]	7.70	7.80	61.96		15.60	102.26	75.38	44.58
VOC [g/h]	9.17	9.29	73.80		18.58	121.81	89.80	53.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0	
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
d_p, Pedestrian Delay [s]	0.00	26.58	0.00	0.00	
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.042	0.000	0.000	
Crosswalk LOS	F	B	F	F	
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000	
c_b, Capacity of the bicycle lane [bicycles/h]	400	0	1371	457	
d_b, Bicycle Delay [s]	22.40	35.00	3.46	20.83	
l_b,int, Bicycle LOS Score for Intersection	3.035	4.132	1.965	2.083	
Bicycle LOS	C	D	A	B	

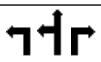
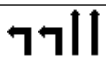
Sequence

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

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	17.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	187	4	37	0	218	29	130	295	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0300	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	10	0	0	8	0	0	0
Total Hourly Volume [veh/h]	0	0	0	193	4	28	0	225	22	134	304	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8617	0.8617	0.8617	1.0000	0.8328	0.8328	0.8983	0.8983	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	56	1	8	0	68	7	37	85	0
Total Analysis Volume [veh/h]	0	0	0	224	5	32	0	270	26	149	338	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		33	33	33	10	10	5	19
g / C, Green / Cycle		0.56	0.56	0.56	0.17	0.17	0.08	0.31
(v / s)_i Volume / Saturation Flow Rate		0.06	0.06	0.02	0.07	0.02	0.04	0.09
s, saturation flow rate [veh/h]		1810	1813	1615	3618	1615	3514	3618
c, Capacity [veh/h]		1004	1007	896	599	267	279	1127
d1, Uniform Delay [s]		6.34	6.34	6.06	22.58	21.23	26.55	15.68
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.23	0.23	0.07	0.53	0.16	1.58	0.15
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.11	0.11	0.04	0.45	0.10	0.53	0.30
d, Delay for Lane Group [s/veh]		6.57	6.57	6.13	23.11	21.39	28.13	15.83
Lane Group LOS		A	A	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		0.56	0.56	0.15	1.55	0.28	0.98	1.50
50th-Percentile Queue Length [ft/ln]		13.98	14.00	3.77	38.83	7.12	24.49	37.56
95th-Percentile Queue Length [veh/ln]		1.01	1.01	0.27	2.80	0.51	1.76	2.70
95th-Percentile Queue Length [ft/ln]		25.16	25.19	6.79	69.90	12.82	44.08	67.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	6.57	6.57	6.13	0.00	23.11	21.39	28.13	15.83	0.00
Movement LOS				A	A	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			6.52			22.96			19.59		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	17.28											
Intersection LOS	B											
Intersection V/C	0.180											

Emissions

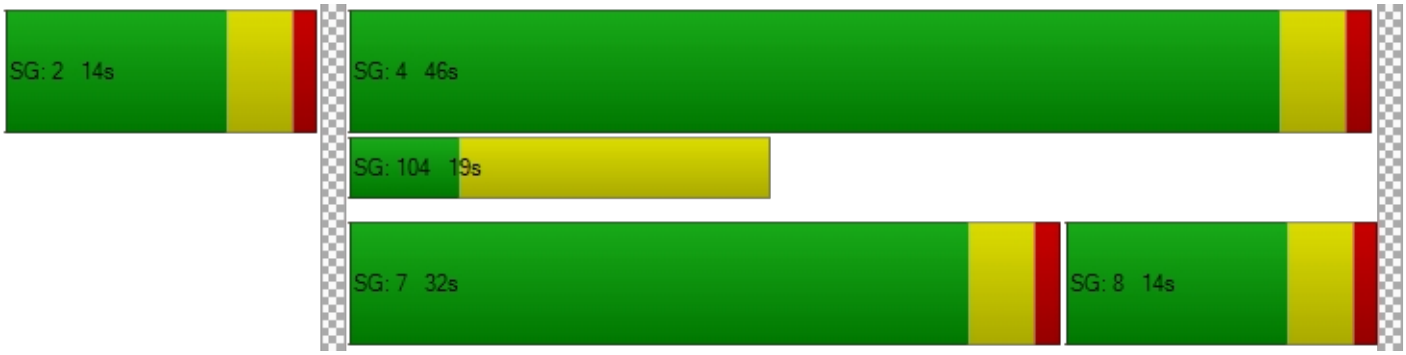
Vehicle Miles Traveled [mph]		7.67	7.68	2.15	30.74	2.96	21.42	48.58
Stops [stops/h]		33.54	33.59	9.05	186.40	17.10	117.56	180.26
Fuel consumption [US gal/h]		0.76	0.76	0.21	4.64	0.43	3.05	5.00
CO [g/h]		52.93	53.01	14.38	324.41	29.86	213.11	349.19
NOx [g/h]		10.30	10.31	2.80	63.12	5.81	41.46	67.94
VOC [g/h]		12.27	12.29	3.33	75.18	6.92	49.39	80.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.053		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333		333	1400
d_b, Bicycle Delay [s]	30.00	20.83		20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.007		1.810	1.961
Bicycle LOS	D	B		A	A

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	74	297	98	54	174	43	23	193	48	80	334	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	11	0	0	12	0	0	32
Total Hourly Volume [veh/h]	76	306	76	56	179	33	24	199	37	82	344	97
Peak Hour Factor	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	88	22	16	51	9	7	57	11	24	99	28
Total Analysis Volume [veh/h]	87	352	87	64	206	38	28	229	43	94	395	112
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	26	0	8	26	0	5	22	0	8	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	14	30	0	9	26	0	10	27	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	45	45	4	44	44	2	10	10	5	13	13
g / C, Green / Cycle	0.06	0.56	0.56	0.05	0.55	0.55	0.03	0.13	0.13	0.07	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.12	0.04	0.07	0.07	0.02	0.06	0.03	0.05	0.11	0.07
s, saturation flow rate [veh/h]	1810	1900	1773	1810	1900	1800	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	114	1063	991	87	1035	980	53	455	203	121	591	264
d1, Uniform Delay [s]	36.91	8.81	8.83	37.58	8.87	8.89	38.29	32.63	31.40	36.75	31.43	30.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.24	0.46	0.50	11.40	0.24	0.26	7.98	0.86	0.51	10.24	1.31	1.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.21	0.22	0.74	0.12	0.12	0.53	0.50	0.21	0.78	0.67	0.42
d, Delay for Lane Group [s/veh]	47.15	9.27	9.33	48.98	9.11	9.14	46.27	33.49	31.91	46.99	32.74	31.16
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.90	1.72	1.64	1.44	0.93	0.91	0.63	1.99	0.73	2.05	3.44	1.89
50th-Percentile Queue Length [ft/ln]	47.52	43.08	41.08	36.07	23.34	22.80	15.74	49.87	18.25	51.16	86.04	47.22
95th-Percentile Queue Length [veh/ln]	3.42	3.10	2.96	2.60	1.68	1.64	1.13	3.59	1.31	3.68	6.19	3.40
95th-Percentile Queue Length [ft/ln]	85.54	77.54	73.95	64.92	42.00	41.03	28.33	89.76	32.86	92.09	154.87	85.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.15	9.29	9.33	48.98	9.12	9.14	46.27	33.49	31.91	46.99	32.74	31.16
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	15.56			17.41			34.46			34.67		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	25.78											
Intersection LOS	C											
Intersection V/C	0.280											

Emissions

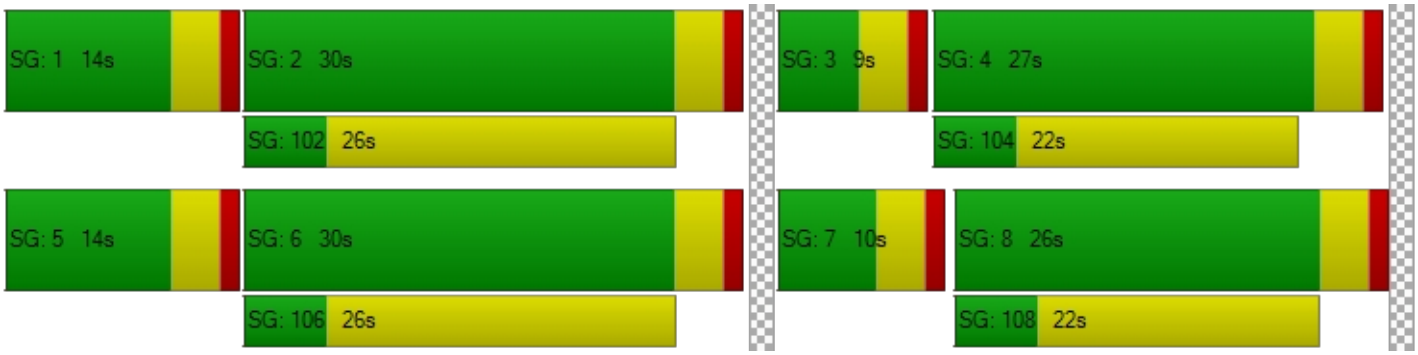
Vehicle Miles Traveled [mph]	43.60	113.03	106.96	32.04	61.96	60.17	14.10	115.32	21.65	15.63	65.68	18.62
Stops [stops/h]	85.54	77.54	73.95	64.92	42.00	41.03	28.33	179.52	32.86	92.09	309.73	85.00
Fuel consumption [US gal/h]	3.39	5.26	4.99	2.54	2.88	2.80	1.10	7.75	1.43	2.58	8.73	2.41
CO [g/h]	237.15	367.95	348.87	177.77	201.01	195.48	76.83	541.43	99.96	180.31	610.50	168.14
NOx [g/h]	46.14	71.59	67.88	34.59	39.11	38.03	14.95	105.34	19.45	35.08	118.78	32.71
VOC [g/h]	54.96	85.28	80.85	41.20	46.59	45.30	17.81	125.48	23.17	41.79	141.49	38.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.596	2.558	2.671	2.747
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	575
d_b, Bicycle Delay [s]	18.23	18.23	21.03	20.31
l_b,int, Bicycle LOS Score for Intersection	2.014	1.823	1.817	2.082
Bicycle LOS	B	A	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	91	634	50	62	407	16	13	205	96	107	342	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	4	0	0	25	0	0	27
Total Hourly Volume [veh/h]	94	653	37	64	419	12	13	211	74	110	352	79
Peak Hour Factor	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	209	12	21	134	4	4	68	24	35	113	25
Total Analysis Volume [veh/h]	120	837	47	82	537	15	17	270	95	141	451	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	23	40	0	9	26	0	5	39	0	5	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	30	0	10	29	0	9	26	0	14	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	38	38	5	36	36	2	14	14	8	20	20
g / C, Green / Cycle	0.08	0.47	0.47	0.06	0.45	0.45	0.02	0.17	0.17	0.10	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.07	0.23	0.03	0.05	0.15	0.01	0.01	0.14	0.06	0.08	0.12	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	3618	1615
c, Capacity [veh/h]	152	1710	763	106	1618	723	37	325	276	177	899	401
d1, Uniform Delay [s]	35.96	14.48	11.46	37.13	14.35	12.33	38.75	32.04	29.20	35.32	25.81	24.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.12	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.86	1.01	0.15	11.20	0.55	0.05	8.76	5.48	0.74	9.00	0.44	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.49	0.06	0.77	0.33	0.02	0.46	0.83	0.34	0.80	0.50	0.25
d, Delay for Lane Group [s/veh]	44.82	15.48	11.62	48.32	14.90	12.38	47.52	37.52	29.94	44.31	26.25	24.43
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.53	4.67	0.43	1.82	2.87	0.14	0.40	5.17	1.56	3.07	3.61	1.53
50th-Percentile Queue Length [ft/ln]	63.30	116.82	10.68	45.53	71.71	3.56	10.05	129.31	38.92	76.68	90.36	38.13
95th-Percentile Queue Length [veh/ln]	4.56	8.22	0.77	3.28	5.16	0.26	0.72	8.90	2.80	5.52	6.51	2.75
95th-Percentile Queue Length [ft/ln]	113.93	205.44	19.22	81.95	129.09	6.41	18.09	222.55	70.05	138.03	162.65	68.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.82	15.48	11.62	48.32	14.90	12.38	47.52	37.52	29.94	44.31	26.25	24.43
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	18.81			19.16			36.08			29.66		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	24.09											
Intersection LOS	C											
Intersection V/C	0.497											

Emissions

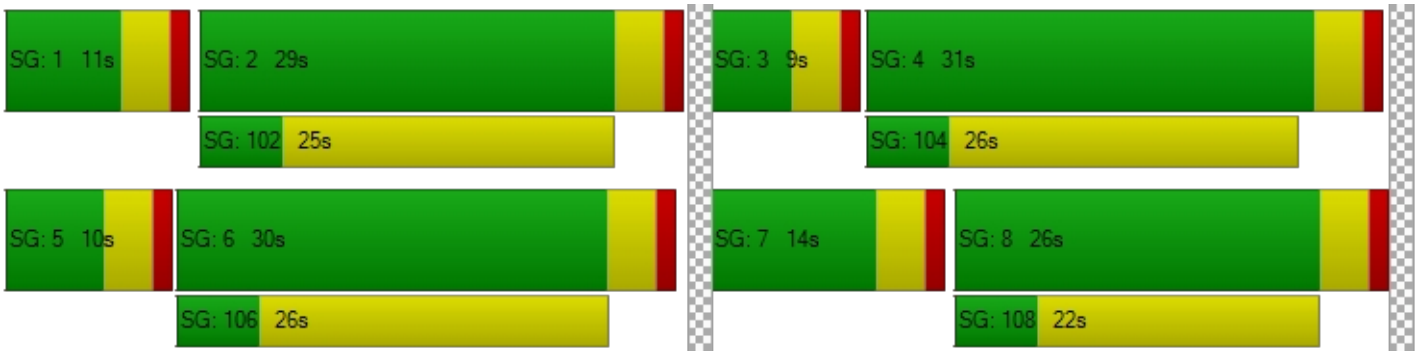
Vehicle Miles Traveled [mph]	6.08	42.39	2.38	36.09	236.32	6.60	1.67	26.47	9.31	71.01	227.12	50.86
Stops [stops/h]	113.93	420.54	19.22	81.95	258.17	6.41	18.09	232.76	70.05	138.03	325.31	68.64
Fuel consumption [US gal/h]	2.72	9.32	0.43	3.06	12.94	0.34	0.45	5.86	1.77	4.96	13.56	2.98
CO [g/h]	190.07	651.41	30.17	214.04	904.39	24.03	31.21	409.80	123.65	346.50	947.57	207.96
NOx [g/h]	36.98	126.74	5.87	41.65	175.96	4.67	6.07	79.73	24.06	67.42	184.36	40.46
VOC [g/h]	44.05	150.97	6.99	49.61	209.60	5.57	7.23	94.97	28.66	80.31	219.61	48.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.909	2.849	2.623	2.671
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	625	550	675
d_b, Bicycle Delay [s]	18.23	18.91	21.03	17.56
l_b,int, Bicycle LOS Score for Intersection	2.399	2.086	2.231	2.154
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Barrett Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Barrett Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	7	13	11	301	367	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	13	11	310	378	30
Peak Hour Factor	0.7917	0.7917	0.6689	0.6689	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	116	121	10
Total Analysis Volume [veh/h]	9	16	16	463	483	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.56	11.30	8.43	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.08	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.54	2.10	0.67	0.67	0.00	0.00
d_A, Approach Delay [s/veh]	13.91		0.28		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

Intersection Setup

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	170.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	55	20	206	58	2	1	84	2	62	87	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	57	21	212	60	2	1	87	2	64	90	246
Peak Hour Factor	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	6	63	18	1	0	26	1	19	27	73
Total Analysis Volume [veh/h]	0	68	25	252	71	2	1	103	2	76	107	293
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	592	535	581	606	717
Degree of Utilization, x	0.16	0.47	0.13	0.18	0.66

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.55	2.50	0.43	0.63	5.07
95th-Percentile Queue Length [ft]	13.86	62.43	10.72	15.76	126.79
Approach Delay [s/veh]	10.21	14.05		10.21	17.36
Approach LOS	B	B		B	C
Intersection Delay [s/veh]	14.86				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	155	3	80	41	1	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	3	82	42	1	91
Peak Hour Factor	0.6058	0.6058	0.6058	0.6058	0.6058	0.6058
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	1	34	17	0	38
Total Analysis Volume [veh/h]	264	5	135	69	2	150
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.10	0.00	0.00	0.19
d_M, Delay for Movement [s/veh]	0.00	0.00	7.92	0.00	14.85	10.79
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.24	0.24	0.73	0.73
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.07	6.07	18.33	18.33
d_A, Approach Delay [s/veh]	0.00		5.24		10.84	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.331

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	66	231	22	54	200	68	56	89	42	36	147	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	238	22	56	206	70	58	92	43	37	151	64
Peak Hour Factor	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	70	7	17	61	21	17	27	13	11	45	19
Total Analysis Volume [veh/h]	80	281	26	66	244	83	69	109	51	44	179	76
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	502	537	546	502	539	567	518	571	505	540	598
Degree of Utilization, x	0.16	0.29	0.28	0.13	0.30	0.29	0.13	0.28	0.09	0.33	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.56	1.17	1.15	0.45	1.27	1.19	0.46	1.14	0.28	1.44	0.43
95th-Percentile Queue Length [ft]	14.09	29.29	28.63	11.25	31.84	29.67	11.44	28.56	7.12	36.01	10.84
Approach Delay [s/veh]	11.80			11.77			11.22		11.54		
Approach LOS	B			B			B		B		
Intersection Delay [s/veh]	11.63										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.300

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	2	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	32	621	138	14	612	12	21	4	18	211	4	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	36	0	0	3	0	0	5	0	0	12
Total Hourly Volume [veh/h]	33	640	106	14	630	9	22	4	14	217	4	36
Peak Hour Factor	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	170	28	4	167	2	6	1	4	58	1	10
Total Analysis Volume [veh/h]	35	680	113	15	669	10	23	4	15	230	4	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	37	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	0	16	0	0	14	0	0	36	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	43	43	43	6	12	12	12
g / C, Green / Cycle	0.03	0.62	0.62	0.53	0.53	0.53	0.08	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.02	0.13	0.01	0.02	0.13	0.00	0.02
s, saturation flow rate [veh/h]	1810	3618	1766	695	5176	1615	1742	1810	1900	1615
c, Capacity [veh/h]	62	2235	1091	389	2761	862	133	282	296	252
d1, Uniform Delay [s]	38.02	6.84	6.86	13.25	10.00	8.76	34.98	32.66	28.56	29.19
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.65	0.25	0.52	0.19	0.21	0.02	1.35	5.71	0.02	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.24	0.24	0.04	0.24	0.01	0.32	0.82	0.01	0.15
d, Delay for Lane Group [s/veh]	45.68	7.09	7.38	13.44	10.21	8.79	36.33	38.37	28.58	29.47
Lane Group LOS	D	A	A	B	B	A	D	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.80	1.82	1.88	0.16	1.79	0.07	0.82	4.69	0.07	0.65
50th-Percentile Queue Length [ft/ln]	19.90	45.41	47.06	3.98	44.76	1.85	20.48	117.30	1.65	16.15
95th-Percentile Queue Length [veh/ln]	1.43	3.27	3.39	0.29	3.22	0.13	1.47	8.24	0.12	1.16
95th-Percentile Queue Length [ft/ln]	35.81	81.75	84.70	7.16	80.56	3.34	36.86	206.11	2.97	29.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.68	7.16	7.38	13.44	10.21	8.79	36.33	36.33	36.33	38.37	28.58	29.47
Movement LOS	D	A	A	B	B	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	8.81			10.26			36.33			36.98		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	14.16											
Intersection LOS	B											
Intersection V/C	0.300											

Emissions

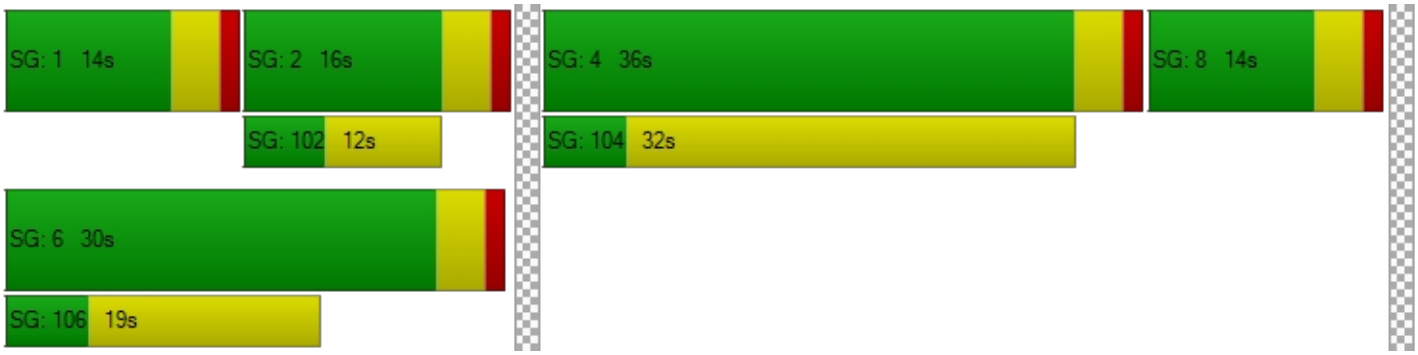
Vehicle Miles Traveled [mph]	17.47	264.79	130.98	1.35	60.43	0.90	3.35	116.19	2.02	19.20
Stops [stops/h]	35.81	163.49	84.70	7.16	241.68	3.34	36.86	211.14	2.97	29.07
Fuel consumption [US gal/h]	1.24	12.57	6.25	0.18	6.47	0.09	0.60	7.83	0.13	1.20
CO [g/h]	86.83	878.61	437.16	12.33	451.98	6.31	42.11	547.37	8.78	84.07
NOx [g/h]	16.89	170.95	85.06	2.40	87.94	1.23	8.19	106.50	1.71	16.36
VOC [g/h]	20.12	203.63	101.32	2.86	104.75	1.46	9.76	126.86	2.03	19.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.990	1.758	2.257
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	300	250	800
d_b, Bicycle Delay [s]	18.23	28.90	30.63	14.40
l_b,int, Bicycle LOS Score for Intersection	2.035	1.943	1.637	2.028
Bicycle LOS	B	A	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	35.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	51	0	0	58	0	0	12	0	0	35
Total Hourly Volume [veh/h]	85	97	154	123	116	175	114	437	34	178	616	106
Peak Hour Factor	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	34	54	43	41	62	40	154	12	63	217	37
Total Analysis Volume [veh/h]	120	137	217	173	163	246	161	615	48	251	867	149
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	21	0	20	28	0	12	15	0	28	31	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	32	0	15	32	0	19	24	0	19	24	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	30	10	33	33	10	19	19	14	24	24
g / C, Green / Cycle	0.08	0.34	0.11	0.37	0.37	0.11	0.21	0.21	0.16	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.10	0.09	0.15	0.09	0.17	0.03	0.14	0.24	0.09
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	152	576	207	696	592	198	773	345	286	950	424
d1, Uniform Delay [s]	40.44	25.02	39.01	19.77	21.32	39.19	33.52	28.67	37.03	32.18	26.96
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.78	4.86	8.48	0.79	2.15	7.87	1.91	0.18	8.42	3.89	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.61	0.83	0.23	0.42	0.81	0.80	0.14	0.88	0.91	0.35
d, Delay for Lane Group [s/veh]	49.21	29.88	47.48	20.55	23.47	47.05	35.43	28.85	45.45	36.08	27.45
Lane Group LOS	D	C	D	C	C	D	D	C	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.97	7.00	4.21	2.50	4.18	3.66	6.00	0.79	5.63	8.72	2.42
50th-Percentile Queue Length [ft/ln]	74.32	175.06	105.35	62.59	104.49	91.45	149.88	19.76	140.79	218.09	60.55
95th-Percentile Queue Length [veh/ln]	5.35	11.34	7.58	4.51	7.52	6.58	10.01	1.42	9.52	13.57	4.36
95th-Percentile Queue Length [ft/ln]	133.77	283.56	189.52	112.66	188.08	164.61	250.27	35.57	238.08	339.19	108.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.21	29.88	29.88	47.48	20.55	23.47	47.05	35.43	28.85	45.45	36.08	27.45
Movement LOS	D	C	C	D	C	C	D	D	C	D	D	C
d_A, Approach Delay [s/veh]	34.78			29.79			37.32			36.92		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	35.38											
Intersection LOS	D											
Intersection V/C	0.631											

Emissions

Vehicle Miles Traveled [mph]	16.83	49.66	24.08	22.69	34.24	80.57	307.77	24.02	65.57	226.49	38.92
Stops [stops/h]	118.91	280.10	168.56	100.14	167.19	146.32	479.61	31.62	225.26	697.90	96.88
Fuel consumption [US gal/h]	2.41	5.46	3.40	2.09	3.36	6.95	23.64	1.67	8.70	26.90	3.93
CO [g/h]	168.80	381.67	237.73	145.83	234.58	486.13	1652.29	116.92	608.06	1880.60	274.99
NOx [g/h]	32.84	74.26	46.25	28.37	45.64	94.58	321.47	22.75	118.31	365.90	53.50
VOC [g/h]	39.12	88.46	55.10	33.80	54.37	112.67	382.93	27.10	140.92	435.85	63.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.285	2.443	3.105	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	444	444
d_b, Bicycle Delay [s]	21.36	21.36	27.22	27.22
l_b,int, Bicycle LOS Score for Intersection	2.426	2.616	2.249	2.634
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	95	228	136	25	238	75	77	416	109	212	782	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	19	0	0	28	0	0	8
Total Hourly Volume [veh/h]	98	235	105	26	245	58	79	428	84	218	805	24
Peak Hour Factor	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	65	29	7	68	16	22	118	23	60	222	7
Total Analysis Volume [veh/h]	108	260	116	29	271	64	87	473	93	241	889	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	6	22	0	14	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	22	26	0	18	22	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	5	14	14	11	20	20
g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.06	0.20	0.20	0.16	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.10	0.14	0.07	0.20	0.05	0.13	0.06	0.13	0.25	0.02
s, saturation flow rate [veh/h]	1062	1900	1615	1784	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	426	897	762	898	119	715	319	288	1053	470
d1, Uniform Delay [s]	13.77	11.31	10.51	12.16	32.10	25.92	23.91	28.56	23.32	17.89
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.43	0.82	0.42	1.36	8.42	1.05	0.50	9.86	1.95	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.29	0.15	0.41	0.73	0.66	0.29	0.84	0.84	0.06
d, Delay for Lane Group [s/veh]	15.19	12.12	10.94	13.52	40.53	26.97	24.40	38.43	25.27	17.94
Lane Group LOS	B	B	B	B	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.20	2.22	0.93	3.37	1.64	3.45	1.26	4.41	6.44	0.29
50th-Percentile Queue Length [ft/ln]	30.11	55.43	23.13	84.29	40.88	86.13	31.40	110.19	160.95	7.33
95th-Percentile Queue Length [veh/ln]	2.17	3.99	1.67	6.07	2.94	6.20	2.26	7.85	10.60	0.53
95th-Percentile Queue Length [ft/ln]	54.19	99.78	41.63	151.72	73.59	155.03	56.52	196.27	264.98	13.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.19	12.12	10.94	13.52	13.52	13.52	40.53	26.97	24.40	38.43	25.27	17.94
Movement LOS	B	B	B	B	B	B	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	12.53			13.52			28.41			27.84		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	23.23											
Intersection LOS	C											
Intersection V/C	0.498											

Emissions

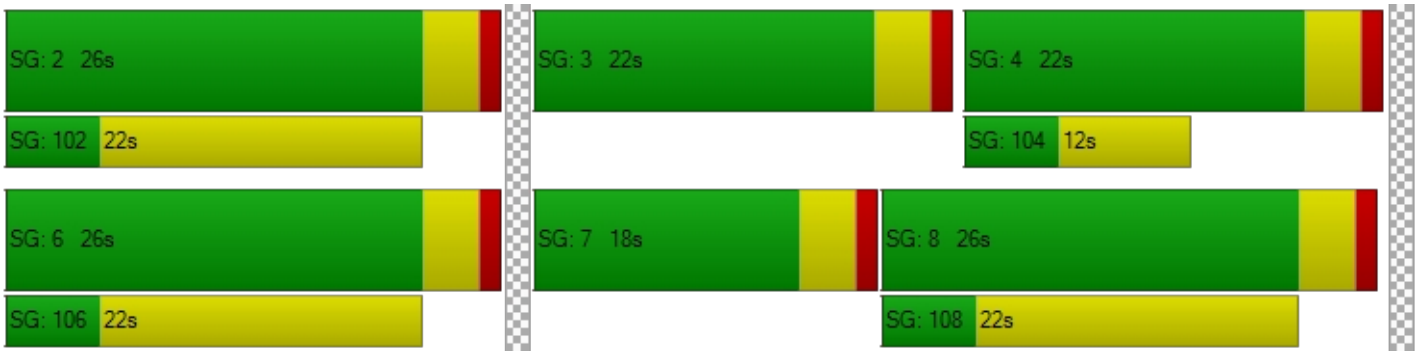
Vehicle Miles Traveled [mph]	40.81	98.24	43.83	182.88	44.01	239.29	47.05	120.61	444.89	13.51
Stops [stops/h]	61.93	114.03	47.58	173.40	84.10	354.35	64.59	226.68	662.19	15.08
Fuel consumption [US gal/h]	2.50	5.43	2.35	9.43	3.12	14.65	2.78	8.43	27.01	0.73
CO [g/h]	174.94	379.32	164.41	658.91	218.10	1023.96	194.44	589.36	1888.22	51.08
NOx [g/h]	34.04	73.80	31.99	128.20	42.44	199.23	37.83	114.67	367.38	9.94
VOC [g/h]	40.54	87.91	38.10	152.71	50.55	237.31	45.06	136.59	437.61	11.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.675	2.290	3.017	2.888
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	514
d_b, Bicycle Delay [s]	16.46	16.46	16.46	19.31
l_b,int, Bicycle LOS Score for Intersection	2.416	2.192	2.121	2.521
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	41.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	55	0	0	46	0	0	25	0	0	42
Total Hourly Volume [veh/h]	193	525	164	156	385	136	252	520	76	264	636	127
Peak Hour Factor	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	156	49	46	114	40	75	154	23	78	189	38
Total Analysis Volume [veh/h]	229	623	194	185	457	161	299	617	90	313	754	151
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	20	39	0	13	32	0	13	28	0	24	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	25	43	0	18	36	0	16	32	0	27	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	55	55	8	47	47	12	27	27	13	28	28
g / C, Green / Cycle	0.14	0.46	0.46	0.07	0.39	0.39	0.10	0.23	0.23	0.11	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.13	0.17	0.12	0.05	0.13	0.06	0.09	0.17	0.06	0.09	0.21	0.09
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	258	1666	744	248	1405	1111	351	816	364	386	852	380
d1, Uniform Delay [s]	50.49	21.09	19.84	54.71	25.68	23.77	53.12	43.38	38.11	52.18	44.30	38.69
k, delay calibration	0.23	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.71	0.64	0.85	4.43	0.62	0.27	5.81	1.46	0.35	4.11	3.31	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.37	0.26	0.75	0.33	0.14	0.85	0.76	0.25	0.81	0.89	0.40
d, Delay for Lane Group [s/veh]	69.20	21.73	20.69	59.15	26.29	24.05	58.93	44.84	38.46	56.29	47.61	39.36
Lane Group LOS	E	C	C	E	C	C	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.90	5.57	3.35	2.83	4.52	1.48	4.64	8.52	2.18	4.75	10.94	3.76
50th-Percentile Queue Length [ft/ln]	197.51	139.19	83.77	70.76	112.91	36.91	116.01	213.05	54.42	118.66	273.52	94.02
95th-Percentile Queue Length [veh/ln]	12.51	9.44	6.03	5.09	8.00	2.66	8.17	13.31	3.92	8.32	16.37	6.77
95th-Percentile Queue Length [ft/ln]	312.75	235.94	150.79	127.37	200.04	66.43	204.33	332.74	97.96	207.99	409.14	169.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.20	21.73	20.69	59.15	26.29	24.05	58.93	44.84	38.46	56.29	47.61	39.36
Movement LOS	E	C	C	E	C	C	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	31.93			33.41			48.46			48.82		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	41.35											
Intersection LOS	D											
Intersection V/C	0.546											

Emissions

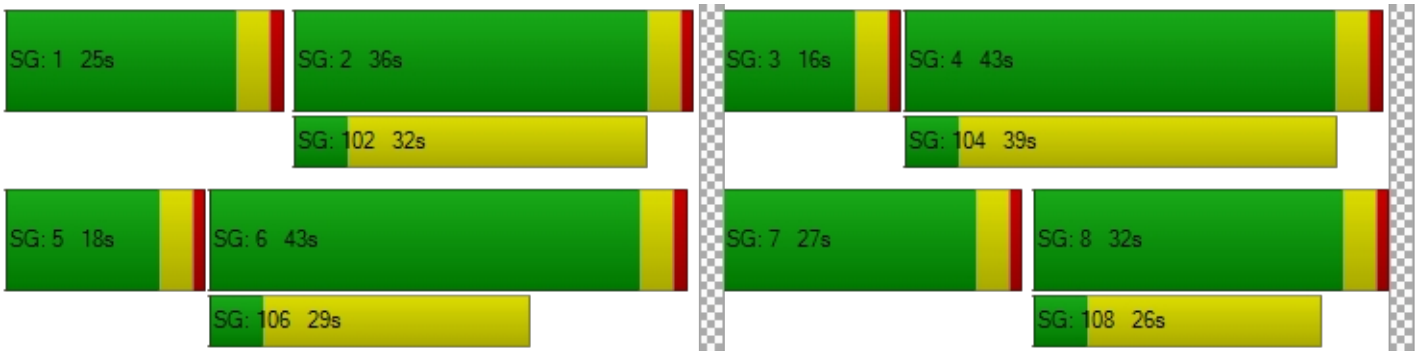
Vehicle Miles Traveled [mph]	86.21	234.54	73.04	92.33	228.08	80.35	66.60	137.42	20.05	158.35	381.46	76.39
Stops [stops/h]	237.01	334.07	100.53	169.83	270.98	88.57	278.42	511.32	65.31	284.79	656.46	112.82
Fuel consumption [US gal/h]	9.13	14.95	4.57	7.50	13.63	4.64	8.71	15.58	2.06	12.05	27.42	5.05
CO [g/h]	637.93	1044.88	319.46	524.45	952.91	324.57	608.54	1088.71	144.26	842.64	1916.45	353.28
NOx [g/h]	124.12	203.30	62.16	102.04	185.40	63.15	118.40	211.82	28.07	163.95	372.87	68.74
VOC [g/h]	147.85	242.16	74.04	121.55	220.85	75.22	141.03	252.32	33.43	195.29	444.16	81.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.030	3.249	3.137	3.098
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	533	467	650
d_b, Bicycle Delay [s]	27.34	32.27	35.27	27.34
l_b,int, Bicycle LOS Score for Intersection	2.468	2.260	2.410	2.599
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	148	0	1107	942	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0300	1.0000	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	152	0	1140	970	73
Peak Hour Factor	1.0000	0.8409	1.0000	0.7814	0.9648	0.9648
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	45	0	365	251	19
Total Analysis Volume [veh/h]	0	181	0	1459	1005	76
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	19.91	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	2.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	53.03	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.91		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	16.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	192	0	423	0	0	0	69	686	0	0	719	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0000	1.0000	1.0000	1.0300	1.0300	1.0000	1.0000	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	109	0	0	0	0	0	0	0	0	96
Total Hourly Volume [veh/h]	198	0	327	0	0	0	71	707	0	0	741	287
Peak Hour Factor	0.8887	0.8887	0.8887	1.0000	1.0000	1.0000	0.8887	0.8887	1.0000	1.0000	0.8887	0.8887
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	92	0	0	0	20	199	0	0	208	81
Total Analysis Volume [veh/h]	223	0	368	0	0	0	80	796	0	0	834	323
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	14	0	0	0	0	5	48	0	0	39	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	14	46	0	0	32	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28		4	24	16	16
g / C, Green / Cycle	0.46	0.46		0.06	0.40	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.12	0.13		0.04	0.22	0.16	0.20
s, saturation flow rate [veh/h]	1810	2859		1810	3618	5176	1615
c, Capacity [veh/h]	838	1323		114	1460	1418	443
d1, Uniform Delay [s]	9.87	9.93		27.56	13.68	18.85	19.76
k, delay calibration	0.50	0.50		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.78	0.52		7.59	0.32	0.39	2.33
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.28		0.70	0.55	0.59	0.73
d, Delay for Lane Group [s/veh]	10.65	10.45		35.15	13.99	19.24	22.09
Lane Group LOS	B	B		D	B	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.60	1.28		1.27	3.44	2.96	3.83
50th-Percentile Queue Length [ft/ln]	40.10	31.94		31.73	86.05	73.91	95.65
95th-Percentile Queue Length [veh/ln]	2.89	2.30		2.28	6.20	5.32	6.89
95th-Percentile Queue Length [ft/ln]	72.18	57.49		57.12	154.89	133.04	172.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.65	10.65	10.45	0.00	0.00	0.00	35.15	13.99	0.00	0.00	19.24	22.09
Movement LOS	B	B	B				D	B			B	C
d_A, Approach Delay [s/veh]	10.53			0.00			15.93			20.04		
Approach LOS	B			A			B			C		
d_I, Intersection Delay [s/veh]	16.52											
Intersection LOS	B											
Intersection V/C	0.373											

Emissions

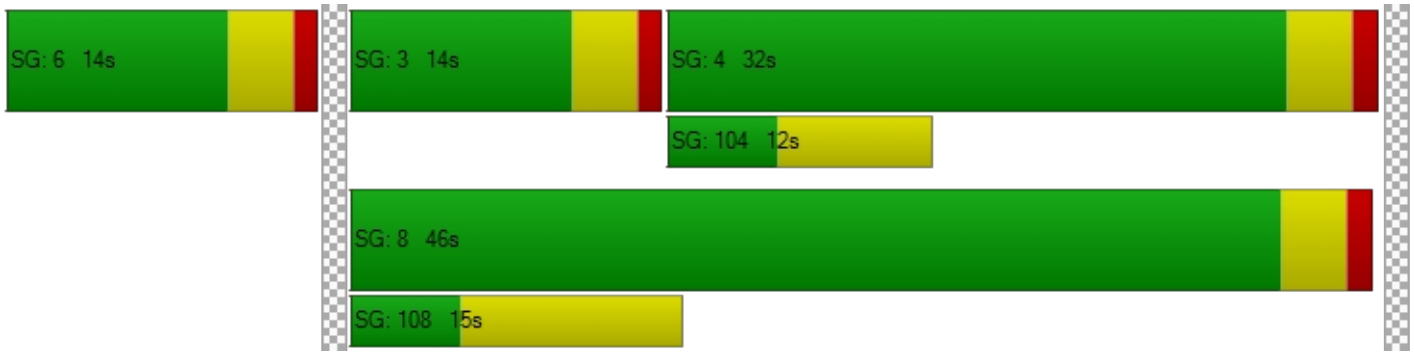
Vehicle Miles Traveled [mph]	38.76	63.97		6.63	65.95	45.84	17.75
Stops [stops/h]	96.24	153.32		76.16	413.05	532.17	229.55
Fuel consumption [US gal/h]	2.82	4.58		1.56	8.69	10.14	4.34
CO [g/h]	196.91	320.17		108.89	607.22	708.45	303.59
NOx [g/h]	38.31	62.29		21.19	118.14	137.84	59.07
VOC [g/h]	45.64	74.20		25.24	140.73	164.19	70.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.379	1.939	0.000	0.000
Crosswalk LOS	B	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0	1400	933
d_b, Bicycle Delay [s]	20.83	30.00	2.70	8.53
I_b,int, Bicycle LOS Score for Intersection	2.715	4.132	2.282	2.249
Bicycle LOS	B	D	B	B

Sequence

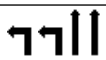
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0300	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	20	0	0	34	0	0	0
Total Hourly Volume [veh/h]	0	0	0	284	1	59	0	493	100	335	604	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8189	0.8189	0.8189	1.0000	0.7346	0.7346	0.9069	0.9069	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	87	0	18	0	168	34	92	167	0
Total Analysis Volume [veh/h]	0	0	0	347	1	72	0	671	136	369	666	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	16	0	30	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		22	22	22	17	17	9	30
g / C, Green / Cycle		0.37	0.37	0.37	0.28	0.28	0.15	0.49
(v / s)_i Volume / Saturation Flow Rate		0.10	0.10	0.04	0.21	0.22	0.11	0.18
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1793	3514	3618
c, Capacity [veh/h]		673	673	601	524	494	535	1789
d1, Uniform Delay [s]		13.09	13.09	12.38	19.98	20.31	24.09	9.39
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.93	0.93	0.41	2.43	3.36	1.59	0.13
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.26	0.26	0.12	0.77	0.82	0.69	0.37
d, Delay for Lane Group [s/veh]		14.02	14.02	12.79	22.42	23.67	25.68	9.52
Lane Group LOS		B	B	B	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		1.54	1.54	0.60	4.83	5.01	2.35	2.11
50th-Percentile Queue Length [ft/ln]		38.57	38.58	15.10	120.68	125.18	58.67	52.85
95th-Percentile Queue Length [veh/ln]		2.78	2.78	1.09	8.43	8.68	4.22	3.81
95th-Percentile Queue Length [ft/ln]		69.43	69.44	27.18	210.76	216.92	105.61	95.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	14.02	14.02	12.79	0.00	22.92	23.67	25.68	9.52	0.00
Movement LOS				B	B	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			13.81			23.04			15.28		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	17.78											
Intersection LOS	B											
Intersection V/C	0.426											

Emissions

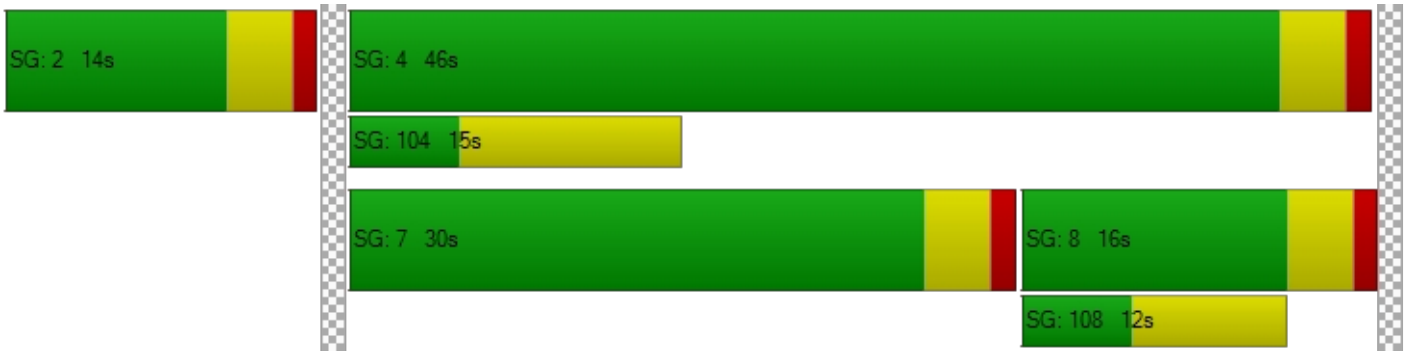
Vehicle Miles Traveled [mph]		15.04	15.05	6.23	106.94	106.94	30.57	55.18
Stops [stops/h]		92.57	92.59	36.24	289.64	300.43	281.62	253.68
Fuel consumption [US gal/h]		1.94	1.95	0.77	8.52	8.73	5.79	5.76
CO [g/h]		135.93	135.96	53.57	595.33	609.91	404.72	402.53
NOx [g/h]		26.45	26.45	10.42	115.83	118.67	78.74	78.32
VOC [g/h]		31.50	31.51	12.42	137.97	141.35	93.80	93.29

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.959	2.140	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	400	1400
d_b, Bicycle Delay [s]	30.00	20.83	19.20	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.286	2.253	2.413
Bicycle LOS	D	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	393	10	30	609	46	65	24	63	13	57	38
Peak Hour Factor	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	115	3	9	178	13	19	7	18	4	17	11
Total Analysis Volume [veh/h]	84	459	12	35	711	54	76	28	74	15	67	44
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	486	522	525	507	546	555	493	486
Degree of Utilization, x	0.17	0.45	0.45	0.07	0.70	0.69	0.36	0.26

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.62	2.31	2.29	0.22	5.52	5.34	1.62	1.03
95th-Percentile Queue Length [ft]	15.47	57.84	57.34	5.54	138.09	133.56	40.60	25.65
Approach Delay [s/veh]	14.55			22.27			14.34	12.97
Approach LOS	B			C			B	B
Intersection Delay [s/veh]	18.13							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1001	201	46	655	161	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	52	0	0	0	33
Total Hourly Volume [veh/h]	1031	155	47	675	166	100
Peak Hour Factor	0.8199	0.8199	0.8199	0.8199	0.8199	0.8199
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	314	47	14	206	51	30
Total Analysis Volume [veh/h]	1257	189	57	823	202	122
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	58	0	5	67	25	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	25	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	44	44	3	52	10	10
g / C, Green / Cycle	0.63	0.63	0.05	0.74	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.38	0.40	0.03	0.23	0.11	0.08
s, saturation flow rate [veh/h]	1900	1816	1810	3618	1810	1615
c, Capacity [veh/h]	1203	1150	90	2678	263	235
d1, Uniform Delay [s]	7.60	7.82	32.63	3.06	28.76	27.64
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.23	2.61	7.11	0.30	4.65	1.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.63	0.63	0.31	0.77	0.52
d, Delay for Lane Group [s/veh]	9.83	10.43	39.74	3.36	33.41	29.41
Lane Group LOS	A	B	D	A	C	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.88	5.09	1.06	0.90	3.51	1.96
50th-Percentile Queue Length [ft/ln]	121.96	127.22	26.42	22.51	87.87	48.95
95th-Percentile Queue Length [veh/ln]	8.50	8.79	1.90	1.62	6.33	3.52
95th-Percentile Queue Length [ft/ln]	212.52	219.71	47.56	40.51	158.16	88.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.09	10.43	39.74	3.36	33.41	29.41
Movement LOS	B	B	D	A	C	C
d_A, Approach Delay [s/veh]	10.13		5.71		31.90	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	11.33					
Intersection LOS	B					
Intersection V/C	0.541					

Emissions

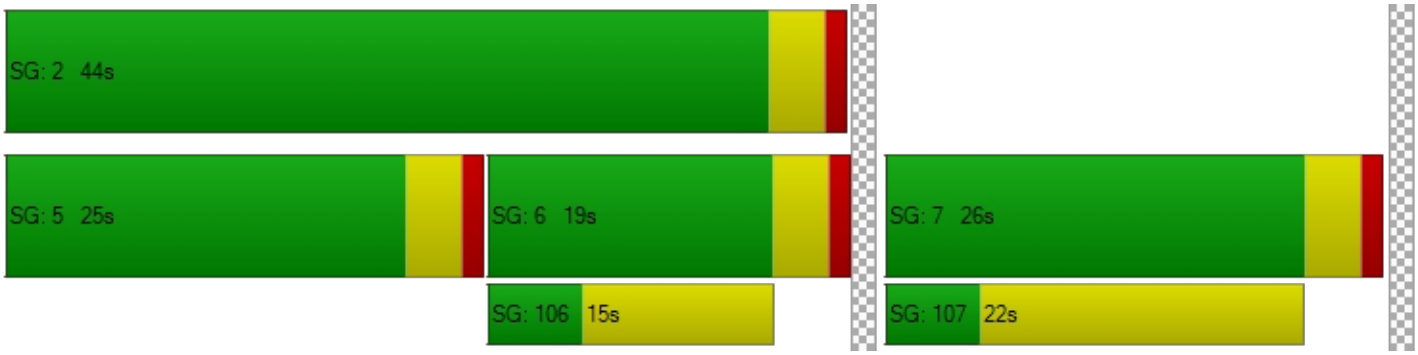
Vehicle Miles Traveled [mph]	313.92	313.92	21.46	309.84	101.39	61.24
Stops [stops/h]	250.90	261.72	54.35	92.60	180.76	100.70
Fuel consumption [US gal/h]	15.33	15.55	1.87	12.33	6.63	3.87
CO [g/h]	1071.29	1086.92	130.87	862.16	463.19	270.53
NOx [g/h]	208.43	211.48	25.46	167.75	90.12	52.64
VOC [g/h]	248.28	251.90	30.33	199.81	107.35	62.70

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.959	2.153
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	429	1143	629
d_b, Bicycle Delay [s]	21.61	6.43	16.46
l_b,int, Bicycle LOS Score for Intersection	2.795	2.286	1.560
Bicycle LOS	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	62	727	8	59	577	233	172	65	55	1	93	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	60	0	0	14	0	0	25
Total Hourly Volume [veh/h]	64	749	6	61	594	180	177	67	43	1	96	76
Peak Hour Factor	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	236	2	19	187	57	56	21	14	0	30	24
Total Analysis Volume [veh/h]	81	945	8	77	750	227	223	85	54	1	121	96
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	36	0	6	35	0	26	47	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	23	0	12	26	0	15	30	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	39	39	4	38	38	11	21	21	0	10	10
g / C, Green / Cycle	0.06	0.48	0.48	0.06	0.48	0.48	0.14	0.26	0.26	0.00	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.26	0.00	0.04	0.21	0.14	0.12	0.04	0.03	0.00	0.06	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1636
c, Capacity [veh/h]	105	1742	778	100	1733	774	249	495	421	4	239	205
d1, Uniform Delay [s]	37.18	14.55	10.81	37.28	13.69	12.62	33.94	22.89	22.62	39.83	32.50	32.69
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.51	1.22	0.02	11.55	0.79	0.96	10.94	0.16	0.14	24.18	1.43	1.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.54	0.01	0.77	0.43	0.29	0.90	0.17	0.13	0.23	0.47	0.51
d, Delay for Lane Group [s/veh]	48.69	15.77	10.83	48.83	14.48	13.59	44.88	23.05	22.76	64.01	33.93	34.65
Lane Group LOS	D	B	B	D	B	B	D	C	C	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.81	5.37	0.07	1.72	3.97	2.32	4.72	1.17	0.73	0.05	1.98	1.90
50th-Percentile Queue Length [ft/ln]	45.19	134.26	1.73	43.09	99.26	57.94	118.11	29.19	18.37	1.21	49.57	47.42
95th-Percentile Queue Length [veh/ln]	3.25	9.17	0.12	3.10	7.15	4.17	8.29	2.10	1.32	0.09	3.57	3.41
95th-Percentile Queue Length [ft/ln]	81.34	229.27	3.11	77.56	178.67	104.29	207.22	52.54	33.07	2.17	89.23	85.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.69	15.77	10.83	48.83	14.48	13.59	44.88	23.05	22.76	64.01	33.98	34.65
Movement LOS	D	B	B	D	B	B	D	C	C	E	C	C
d_A, Approach Delay [s/veh]	18.31			16.80			36.46			34.42		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	21.49											
Intersection LOS	C											
Intersection V/C	0.491											

Emissions

Vehicle Miles Traveled [mph]	23.42	273.29	2.31	14.79	144.02	43.59	25.13	9.58	6.09	0.13	14.12	13.27
Stops [stops/h]	81.34	483.34	3.11	77.56	357.33	104.29	212.60	52.54	33.07	2.17	89.23	85.35
Fuel consumption [US gal/h]	2.62	18.41	0.14	2.24	11.59	3.42	5.54	1.38	0.87	0.04	2.37	2.26
CO [g/h]	182.92	1286.91	9.47	156.31	810.09	238.95	387.34	96.50	60.81	3.10	165.39	157.80
NOx [g/h]	35.59	250.39	1.84	30.41	157.61	46.49	75.36	18.77	11.83	0.60	32.18	30.70
VOC [g/h]	42.39	298.25	2.20	36.23	187.75	55.38	89.77	22.36	14.09	0.72	38.33	36.57

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.904	3.120	2.568	2.314
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	475	550	650	650
d_b, Bicycle Delay [s]	23.26	21.03	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	2.414	2.479	2.180	1.760
Bicycle LOS	B	B	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	31.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	50	195	85	16	57	38	101	876	57	28	1438	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	22	0	0	10	0	0	15	0	0	28
Total Hourly Volume [veh/h]	52	201	66	16	59	29	104	902	44	29	1481	85
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	55	18	4	16	8	28	245	12	8	403	23
Total Analysis Volume [veh/h]	57	219	72	17	64	32	113	982	48	32	1612	92
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	10	58	0	6	54	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	12	36	0	15	48	0	11	44	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	44	44	2	42	42	9	45	45	3	39	39
g / C, Green / Cycle	0.04	0.40	0.40	0.02	0.38	0.38	0.08	0.40	0.40	0.03	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.08	0.01	0.02	0.02	0.06	0.19	0.03	0.02	0.31	0.06
s, saturation flow rate [veh/h]	1810	1900	1744	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	77	762	699	36	1369	611	141	2091	653	53	1840	574
d1, Uniform Delay [s]	52.06	21.42	21.49	53.31	21.63	21.68	49.87	24.11	20.13	52.74	33.17	24.22
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.13	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.95	0.57	0.65	9.03	0.06	0.16	11.82	0.16	0.05	10.36	1.45	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.20	0.20	0.47	0.05	0.05	0.80	0.47	0.07	0.60	0.88	0.16
d, Delay for Lane Group [s/veh]	65.01	22.00	22.14	62.34	21.69	21.84	61.70	24.27	20.18	63.10	34.63	24.35
Lane Group LOS	E	C	C	E	C	C	E	C	C	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.79	2.51	2.40	0.54	0.51	0.53	3.38	5.76	0.71	0.99	12.47	1.55
50th-Percentile Queue Length [ft/ln]	44.76	62.63	59.95	13.61	12.85	13.26	84.38	143.89	17.74	24.73	311.70	38.71
95th-Percentile Queue Length [veh/ln]	3.22	4.51	4.32	0.98	0.93	0.95	6.08	9.69	1.28	1.78	18.26	2.79
95th-Percentile Queue Length [ft/ln]	80.57	112.73	107.92	24.50	23.13	23.87	151.89	242.25	31.93	44.51	456.47	69.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.01	22.04	22.14	62.34	21.69	21.84	61.70	24.27	20.18	63.10	34.63	24.35
Movement LOS	E	C	C	E	C	C	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	29.10			27.85			27.80			34.61		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	31.48											
Intersection LOS	C											
Intersection V/C	0.465											

Emissions

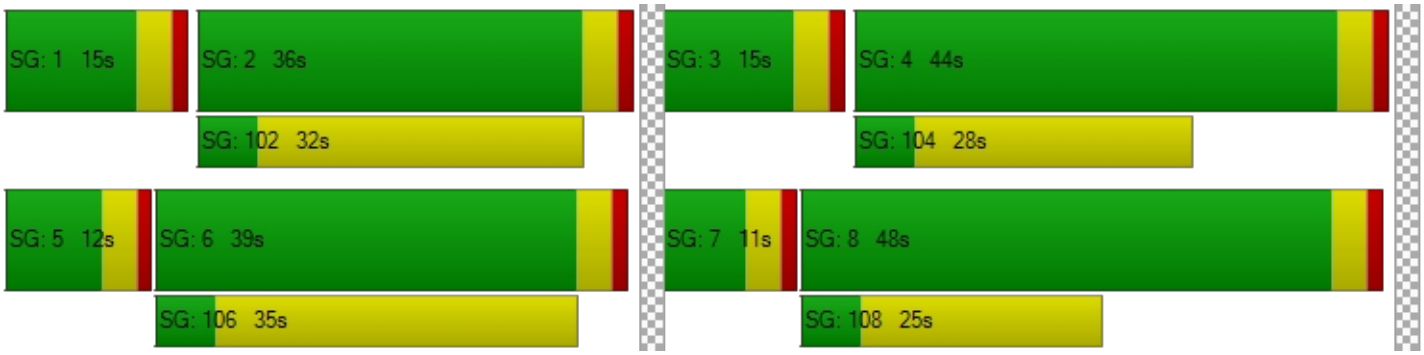
Vehicle Miles Traveled [mph]	33.10	86.66	82.33	2.98	11.21	5.60	12.82	111.37	5.44	8.00	402.87	22.99
Stops [stops/h]	58.60	81.99	78.48	17.81	33.65	17.36	110.47	565.10	23.22	32.37	1224.13	50.67
Fuel consumption [US gal/h]	2.62	4.66	4.44	0.54	1.09	0.55	3.90	19.07	0.81	1.28	47.57	2.17
CO [g/h]	182.94	325.59	310.12	37.69	75.84	38.45	272.55	1333.14	56.65	89.44	3325.39	151.42
NOx [g/h]	35.59	63.35	60.34	7.33	14.76	7.48	53.03	259.38	11.02	17.40	647.00	29.46
VOC [g/h]	42.40	75.46	71.87	8.73	17.58	8.91	63.17	308.97	13.13	20.73	770.69	35.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.497	2.618	3.452	3.415
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	582	800	727
d_b, Bicycle Delay [s]	25.57	27.65	19.80	22.27
l_b,int, Bicycle LOS Score for Intersection	1.865	1.661	2.197	2.530
Bicycle LOS	A	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	55	354	10	9	104	21	15	115	50	12	154	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	6	0	0	13	0	0	1
Total Hourly Volume [veh/h]	57	365	7	9	107	16	15	118	39	12	159	2
Peak Hour Factor	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	126	2	3	37	6	5	41	13	4	55	1
Total Analysis Volume [veh/h]	79	504	10	12	148	22	21	163	54	17	220	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	28	0	6	22	0	5	25	0	5	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	29	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	48	48	2	10	10	2	10	10
g / C, Green / Cycle	0.06	0.64	0.64	0.01	0.59	0.59	0.02	0.13	0.13	0.02	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.14	0.14	0.01	0.05	0.05	0.01	0.06	0.06	0.01	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1887	1810	1900	1816	1810	1900	1744	1810	1900	1891
c, Capacity [veh/h]	104	1207	1199	28	1127	1078	43	245	225	36	239	237
d1, Uniform Delay [s]	37.16	6.15	6.15	39.04	6.93	6.94	38.58	32.21	32.30	38.78	32.49	32.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.78	0.40	0.41	10.33	0.13	0.14	8.48	1.29	1.54	9.17	1.42	1.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.21	0.21	0.43	0.08	0.08	0.49	0.45	0.47	0.47	0.47	0.47
d, Delay for Lane Group [s/veh]	47.93	6.55	6.56	49.38	7.06	7.08	47.06	33.50	33.84	47.95	33.92	33.94
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	1.48	1.47	0.30	0.53	0.52	0.50	2.00	1.94	0.41	2.03	2.03
50th-Percentile Queue Length [ft/ln]	43.68	36.99	36.81	7.52	13.24	13.10	12.39	49.90	48.48	10.31	50.79	50.71
95th-Percentile Queue Length [veh/ln]	3.15	2.66	2.65	0.54	0.95	0.94	0.89	3.59	3.49	0.74	3.66	3.65
95th-Percentile Queue Length [ft/ln]	78.63	66.59	66.26	13.54	23.83	23.58	22.30	89.83	87.26	18.57	91.42	91.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.93	6.55	6.56	49.38	7.07	7.08	47.06	33.61	33.84	47.95	33.93	33.94
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	12.07			9.86			34.85			34.92		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	20.45											
Intersection LOS	C											
Intersection V/C	0.213											

Emissions

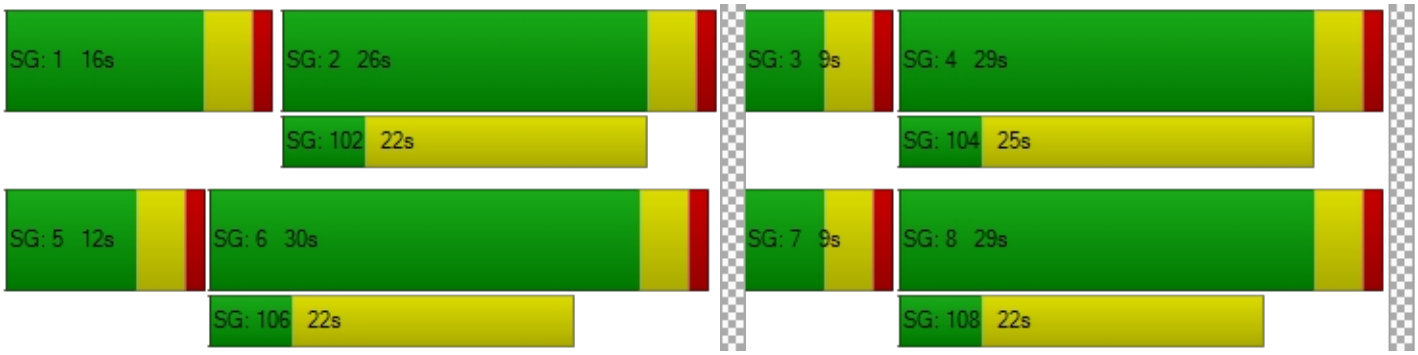
Vehicle Miles Traveled [mph]	39.26	128.09	127.35	6.97	49.74	48.98	0.93	4.87	4.69	8.53	55.98	55.86
Stops [stops/h]	78.63	66.59	66.26	13.54	23.83	23.58	22.30	89.83	87.26	18.57	91.42	91.28
Fuel consumption [US gal/h]	3.09	5.56	5.53	0.53	2.12	2.09	0.40	1.61	1.57	0.63	3.59	3.58
CO [g/h]	216.27	388.82	386.62	36.89	148.50	146.34	28.25	112.87	109.61	44.07	251.05	250.59
NOx [g/h]	42.08	75.65	75.22	7.18	28.89	28.47	5.50	21.96	21.33	8.57	48.85	48.76
VOC [g/h]	50.12	90.11	89.60	8.55	34.42	33.92	6.55	26.16	25.40	10.21	58.18	58.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.542	2.514	2.446	2.395
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	625	625
d_b, Bicycle Delay [s]	18.23	21.03	18.91	18.91
l_b,int, Bicycle LOS Score for Intersection	2.051	1.715	1.767	1.758
Bicycle LOS	B	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	20.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	17	328	49	21	55	14	6	61	18	104	109	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	4	0	0	5	0	0	14
Total Hourly Volume [veh/h]	18	338	37	22	57	10	6	63	14	107	112	42
Peak Hour Factor	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	88	10	6	15	3	2	16	4	28	29	11
Total Analysis Volume [veh/h]	19	352	39	23	59	10	6	66	15	111	117	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	7	22	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	11	26	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	47	47	2	48	48	1	8	8	6	14	14
g / C, Green / Cycle	0.02	0.59	0.59	0.03	0.59	0.59	0.01	0.11	0.11	0.08	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.01	0.10	0.11	0.01	0.02	0.01	0.00	0.02	0.01	0.06	0.03	0.03
s, saturation flow rate [veh/h]	1810	1900	1835	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	40	1121	1082	46	2147	958	15	382	171	143	638	285
d1, Uniform Delay [s]	38.68	7.51	7.52	38.49	6.72	6.65	39.46	32.59	32.29	36.14	28.05	27.90
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.78	0.34	0.36	8.27	0.02	0.02	15.66	0.21	0.22	8.68	0.14	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.18	0.18	0.50	0.03	0.01	0.39	0.17	0.09	0.78	0.18	0.15
d, Delay for Lane Group [s/veh]	47.45	7.85	7.88	46.76	6.74	6.67	55.12	32.80	32.51	44.82	28.18	28.15
Lane Group LOS	D	A	A	D	A	A	E	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.46	1.48	1.45	0.53	0.17	0.06	0.18	0.56	0.26	2.34	0.90	0.69
50th-Percentile Queue Length [ft/ln]	11.46	36.93	36.22	13.17	4.26	1.50	4.44	14.00	6.44	58.59	22.60	17.17
95th-Percentile Queue Length [veh/ln]	0.83	2.66	2.61	0.95	0.31	0.11	0.32	1.01	0.46	4.22	1.63	1.24
95th-Percentile Queue Length [ft/ln]	20.63	66.47	65.19	23.70	7.67	2.70	7.99	25.20	11.59	105.47	40.68	30.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.45	7.86	7.88	46.76	6.74	6.67	55.12	32.80	32.51	44.82	28.18	28.15
Movement LOS	D	A	A	D	A	A	E	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.70			16.74			34.29			34.97		
Approach LOS	A			B			C			C		
d_I, Intersection Delay [s/veh]	20.92											
Intersection LOS	C											
Intersection V/C	0.198											

Emissions

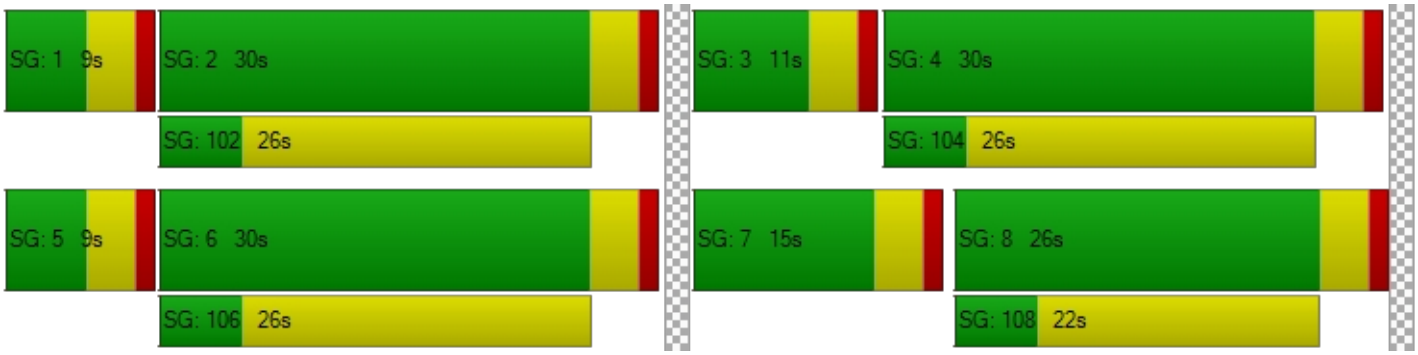
Vehicle Miles Traveled [mph]	9.50	98.87	96.58	11.43	29.32	4.97	1.00	11.02	2.50	47.78	50.36	18.94
Stops [stops/h]	20.63	66.47	65.19	23.70	15.34	2.70	7.99	50.40	11.59	105.47	81.35	30.91
Fuel consumption [US gal/h]	0.69	4.75	4.65	0.91	1.28	0.22	0.20	1.44	0.33	3.96	3.41	1.29
CO [g/h]	48.12	332.25	324.74	63.29	89.25	15.21	14.05	100.99	23.01	276.92	238.28	89.87
NOx [g/h]	9.36	64.64	63.18	12.31	17.36	2.96	2.73	19.65	4.48	53.88	46.36	17.48
VOC [g/h]	11.15	77.00	75.26	14.67	20.68	3.52	3.26	23.40	5.33	64.18	55.22	20.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.434	2.579	2.515	2.573
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	1.909	1.639	1.636	1.796
Bicycle LOS	A	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	32.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	54	0	0	11	0	0	11
Total Hourly Volume [veh/h]	54	489	34	64	305	161	315	664	32	46	569	33
Peak Hour Factor	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	139	10	18	86	46	89	188	9	13	161	9
Total Analysis Volume [veh/h]	61	554	39	73	346	183	357	753	36	52	645	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	53	65	0	11	23	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	26	0	14	26	0	24	36	0	14	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	31	31	5	32	32	19	34	34	4	19	19
g / C, Green / Cycle	0.04	0.35	0.35	0.05	0.35	0.35	0.22	0.38	0.38	0.04	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.03	0.16	0.16	0.04	0.18	0.11	0.20	0.21	0.21	0.03	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1856	1810	1900	1615	1810	1900	1870	1810	1900	1864
c, Capacity [veh/h]	81	657	642	96	673	572	390	725	714	75	394	387
d1, Uniform Delay [s]	42.50	22.86	22.87	42.04	22.94	21.16	34.48	21.75	21.76	42.56	34.51	34.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.19	2.27	2.34	11.53	2.79	1.47	8.67	0.65	0.66	10.80	11.80	12.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.46	0.46	0.76	0.51	0.32	0.91	0.55	0.55	0.69	0.87	0.87
d, Delay for Lane Group [s/veh]	55.69	25.14	25.21	53.57	25.73	22.63	43.15	22.40	22.41	53.36	46.31	46.62
Lane Group LOS	E	C	C	D	C	C	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.58	4.96	4.87	1.84	5.84	2.83	8.28	6.33	6.24	1.34	8.31	8.19
50th-Percentile Queue Length [ft/ln]	39.49	123.98	121.75	45.95	145.93	70.67	206.92	158.30	155.93	33.56	207.76	204.87
95th-Percentile Queue Length [veh/ln]	2.84	8.61	8.49	3.31	9.80	5.09	13.00	10.46	10.33	2.42	13.04	12.89
95th-Percentile Queue Length [ft/ln]	71.09	215.29	212.23	82.72	244.99	127.21	324.88	261.47	258.32	60.41	325.95	322.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.69	25.17	25.21	53.57	25.73	22.63	43.15	22.41	22.41	53.36	46.46	46.62
Movement LOS	E	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	28.02			28.17			28.87			46.95		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.79											
Intersection LOS	C											
Intersection V/C	0.594											

Emissions

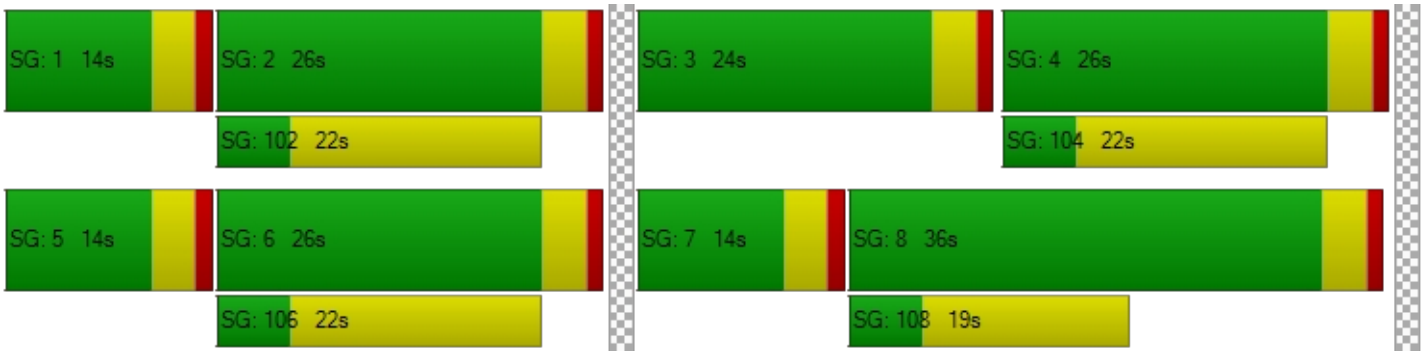
Vehicle Miles Traveled [mph]	4.37	21.46	21.02	21.11	100.06	52.92	33.09	36.85	36.28	6.17	40.81	40.08
Stops [stops/h]	63.19	198.37	194.80	73.53	233.49	113.08	331.08	253.28	249.48	53.70	332.42	327.78
Fuel consumption [US gal/h]	1.63	4.73	4.65	2.43	8.14	4.06	6.89	5.12	5.04	1.20	7.30	7.20
CO [g/h]	113.71	330.94	324.89	170.11	569.33	284.00	481.33	358.03	352.63	84.13	510.13	503.19
NOx [g/h]	22.12	64.39	63.21	33.10	110.77	55.26	93.65	69.66	68.61	16.37	99.25	97.90
VOC [g/h]	26.35	76.70	75.30	39.43	131.95	65.82	111.55	82.98	81.73	19.50	118.23	116.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.556	2.851	2.795	2.686
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	711	489
d_b, Bicycle Delay [s]	25.69	25.69	18.69	25.69
l_b,int, Bicycle LOS Score for Intersection	2.109	2.642	2.514	2.174
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Daniela Way

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Curb Present	No	No
Crosswalk	Yes	Yes

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Proportion of CAVs [%]	0.00	
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Right Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
v_do, Outbound Pedestrian Volume crossing	0	0
v_di, Inbound Pedestrian Volume crossing m	0	0
v_co, Outbound Pedestrian Volume crossing	0	0
v_ci, Inbound Pedestrian Volume crossing mi	0	0
v_ab, Corner Pedestrian Volume [ped/h]	0	0
Bicycle Volume [bicycles/h]	0	0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive
Signal Group	6	2
Auxiliary Signal Groups		
Maximum Green [s]	86	77
Amber [s]	3.0	3.0
All red [s]	1.0	1.0
Walk [s]	5	5
Pedestrian Clearance [s]	10	21
Delayed Vehicle Green [s]	0.0	0.0
Rest In Walk	No	No
I1, Start-Up Lost Time [s]	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0
Detector Location [ft]	0.0	0.0
Detector Length [ft]	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	37	14
Lead / Lag	-	-
Minimum Green [s]	10	10
Vehicle Extension [s]	3.0	3.0
Minimum Recall	No	No
Maximum Recall	No	No
Pedestrian Recall	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C
C, Calculated Cycle Length [s]	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00
g_i, Effective Green Time [s]	52	48
g / C, Green / Cycle	0.87	0.80
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00
s, saturation flow rate [veh/h]	3618	3618
c, Capacity [veh/h]	3131	2885
d1, Uniform Delay [s]	0.00	0.00
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00
Lane Group LOS	A	A
Critical Lane Group	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00
Movement LOS	A	A
d_A, Approach Delay [s/veh]	0.00	0.00
Approach LOS	A	A
d_I, Intersection Delay [s/veh]	0.00	
Intersection LOS	A	
Intersection V/C	0.000	

Emissions

Vehicle Miles Traveled [mph]	0.00	0.00
Stops [stops/h]	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00
CO [g/h]	0.00	0.00
NOx [g/h]	0.00	0.00
VOC [g/h]	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	30.00	30.00
l_p,int, Pedestrian LOS Score for Intersectio	2.125	2.125
Crosswalk LOS	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	333
d_b, Bicycle Delay [s]	6.08	20.83
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560
Bicycle LOS	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Daniela Way

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

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	923	923	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	670.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	260.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	101	6	64	123	60	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	6	64	123	60	37
Peak Hour Factor	0.7230	0.7230	0.8330	0.8330	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	2	19	37	19	12
Total Analysis Volume [veh/h]	140	8	77	148	77	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.14	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	7.63	0.00	12.67	9.16
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.17	0.00	0.49	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.21	0.00	12.21	4.15
d_A, Approach Delay [s/veh]	0.00		2.61		11.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Daniela Way

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

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Daniela Way

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

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

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

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	14	6	8	323	443	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	6	8	323	443	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	2	81	111	5
Total Analysis Volume [veh/h]	14	6	8	323	443	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.99	9.95	8.27	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.23	3.23	0.54	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.78		0.20		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	70.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	16	10	21	296	449	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	10	21	296	449	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	5	74	112	10
Total Analysis Volume [veh/h]	16	10	21	296	449	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.57	10.14	8.38	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.25	4.25	1.48	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.86		0.56		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		Frontage Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Curb Present	No	No
Crosswalk	Yes	Yes

Volumes

Name		Frontage Rd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Proportion of CAVs [%]	0.00	
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Right Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
v_do, Outbound Pedestrian Volume crossing	0	0
v_di, Inbound Pedestrian Volume crossing m	0	0
v_co, Outbound Pedestrian Volume crossing	0	0
v_ci, Inbound Pedestrian Volume crossing mi	0	0
v_ab, Corner Pedestrian Volume [ped/h]	0	0
Bicycle Volume [bicycles/h]	0	0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive
Signal Group	6	2
Auxiliary Signal Groups		
Maximum Green [s]	27	27
Amber [s]	3.0	3.0
All red [s]	1.0	1.0
Walk [s]	5	5
Pedestrian Clearance [s]	14	10
Delayed Vehicle Green [s]	0.0	0.0
Rest In Walk	No	No
I1, Start-Up Lost Time [s]	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0
Detector Location [ft]	0.0	0.0
Detector Length [ft]	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	24
Lead / Lag	-	-
Minimum Green [s]	10	10
Vehicle Extension [s]	3.0	3.0
Minimum Recall	No	No
Maximum Recall	No	No
Pedestrian Recall	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C
C, Calculated Cycle Length [s]	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00
g_i, Effective Green Time [s]	52	52
g / C, Green / Cycle	0.87	0.87
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00
s, saturation flow rate [veh/h]	1900	1900
c, Capacity [veh/h]	1643	1643
d1, Uniform Delay [s]	0.00	0.00
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00
Lane Group LOS	A	A
Critical Lane Group	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00
Movement LOS	A	A
d_A, Approach Delay [s/veh]	0.00	0.00
Approach LOS	A	A
d_I, Intersection Delay [s/veh]	0.00	
Intersection LOS	A	
Intersection V/C	0.000	

Emissions

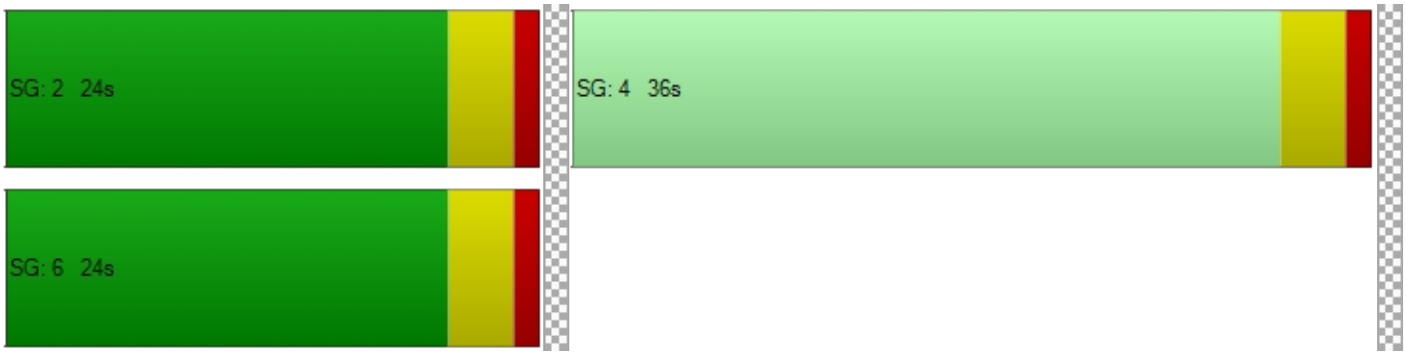
Vehicle Miles Traveled [mph]	0.00	0.00
Stops [stops/h]	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00
CO [g/h]	0.00	0.00
NOx [g/h]	0.00	0.00
VOC [g/h]	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	30.00	30.00
l_p,int, Pedestrian LOS Score for Intersectio	1.709	1.709
Crosswalk LOS	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667
d_b, Bicycle Delay [s]	13.33	13.33
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560
Bicycle LOS	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	35.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	35.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name	Frontage Rd	Frontage Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Frontage Rd	Frontage Rd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

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

Volumes

Name	Barrett Ave	
Base Volume Input [veh/h]	40	50
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	40	50
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	13
Total Analysis Volume [veh/h]	40	50
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2 and Barrett Ave

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

Intersection Setup

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

Volumes

Name	Barrett Ave	
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

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

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

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Harvest Landing

Vistro File: C:\...\Harvest Landing_EX.vistro
Report File: C:\...\EX PM.pdf

Scenario 2 Existing Traffic Condition PM
9/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.622	37.3	D
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.566	27.7	C
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.492	27.9	C
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.324	12.7	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.511	36.7	D
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	SB Left	0.318	10.4	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.447	26.1	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.445	24.6	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	SB Left	0.366	22.6	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.546	12.8	B
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	WB Left	0.398	17.5	B
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	NB Left	0.197	8.9	A
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	WB Left	0.359	26.5	C
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.281	20.4	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.259	19.7	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.274	17.6	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	WB Left	0.302	28.1	C

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.577	29.0	C
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.087	15.3	C
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.427	11.4	B
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.013	15.0	C
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Thru	0.460	12.5	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.461	17.4	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	EB Left	0.467	29.1	C
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.471	21.4	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.504	37.9	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.603	26.1	D
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.356	16.9	B
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	EB Right	0.441	18.5	B
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	NB Thru	0.445	12.5	B
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.338	7.2	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.355	20.0	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	SB Left	0.499	37.0	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.197	17.1	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	NB Left	0.175	21.8	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	NB Left	0.579	34.0	C
37	Perris Blvd/Daniela Way	Signalized	HCM 7th Edition		0.000	0.0	A
38	BarrettAve/Daniela Way	All-way stop	HCM 7th Edition	WB Left	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.146	14.9	B
40	Commercial Driveway 1, 2/Daniela Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Daniela Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition		0.000	0.0	
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition		0.000	0.0	
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition		0.000	0.0	
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.261	18.5	C
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.216	18.6	C
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	NB Right	0.001	0.0	A
	Building 6 Auto Driveway 2		HCM 7th				

60	Building 6 Auto Driveway 2 and Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	94	0	0	4	0	0	30	0	0	27
Total Hourly Volume [veh/h]	171	792	281	192	729	11	30	369	89	274	319	81
Peak Hour Factor	0.8396	0.8396	0.8396	0.9214	0.9214	0.9214	0.9410	0.9410	0.9410	0.9098	0.9098	0.9098
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	236	84	52	198	3	8	98	24	75	88	22
Total Analysis Volume [veh/h]	204	943	335	208	791	12	32	392	95	301	351	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	19	22	0	22	25	0	10	35	0	25	50	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18	29	0	18	29	0	13	39	0	24	50	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	43	43	14	43	43	3	17	17	20	34	34
g / C, Green / Cycle	0.13	0.39	0.39	0.13	0.39	0.39	0.03	0.16	0.16	0.18	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.21	0.11	0.15	0.15	0.02	0.13	0.13	0.17	0.12	0.12
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1885	1810	1900	1774	1810	1900	1769
c, Capacity [veh/h]	230	2005	626	230	1401	730	53	301	281	328	590	550
d1, Uniform Delay [s]	47.21	25.24	26.04	47.33	24.17	24.17	52.77	44.86	44.96	44.20	29.69	29.70
k, delay calibration	0.18	0.50	0.50	0.13	0.50	0.50	0.11	0.11	0.11	0.25	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.44	0.79	3.27	14.19	0.77	1.48	10.67	5.90	6.79	19.56	0.41	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.47	0.54	0.90	0.38	0.38	0.61	0.83	0.84	0.92	0.39	0.39
d, Delay for Lane Group [s/veh]	63.65	26.03	29.31	61.53	24.94	25.65	63.44	50.76	51.75	63.76	30.10	30.15
Lane Group LOS	E	C	C	E	C	C	E	D	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.36	5.97	6.97	6.34	4.83	5.18	1.01	6.88	6.59	9.53	4.59	4.30
50th-Percentile Queue Length [ft/ln]	159.08	149.14	174.14	158.43	120.68	129.49	25.18	171.91	164.79	238.18	114.71	107.42
95th-Percentile Queue Length [veh/ln]	10.50	9.97	11.29	10.47	8.43	8.91	1.81	11.18	10.80	14.59	8.10	7.70
95th-Percentile Queue Length [ft/ln]	262.51	249.28	282.35	261.64	210.75	222.80	45.32	279.42	270.06	364.73	202.54	192.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.65	26.03	29.31	61.53	25.18	25.65	63.44	51.12	51.75	63.76	30.12	30.15
Movement LOS	E	C	C	E	C	C	E	D	D	E	C	C
d_A, Approach Delay [s/veh]	31.95			32.66			51.99			43.78		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	37.25											
Intersection LOS	D											
Intersection V/C	0.622											

Emissions

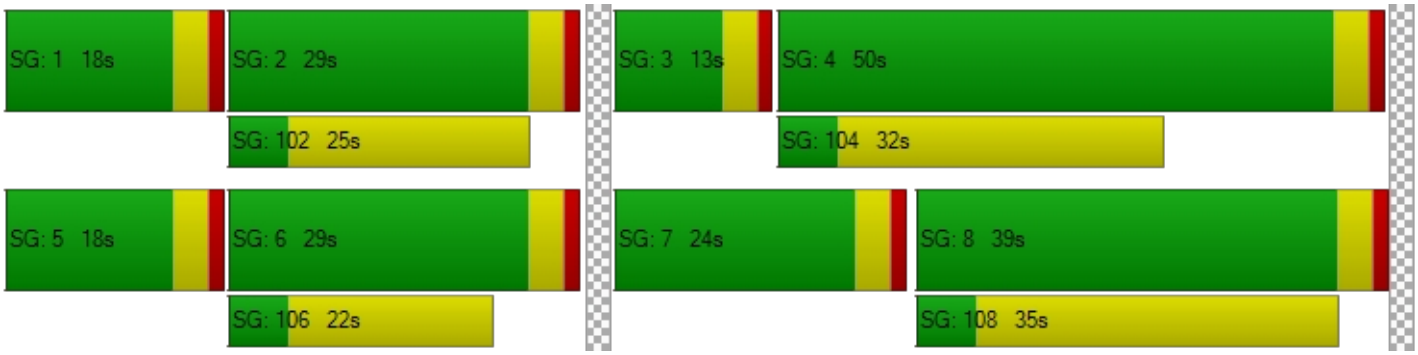
Vehicle Miles Traveled [mph]	102.21	472.49	167.85	12.96	32.88	17.15	2.23	17.46	16.54	19.80	14.96	13.98
Stops [stops/h]	208.25	585.72	227.96	207.40	315.95	169.51	32.96	225.04	215.73	311.79	150.17	140.62
Fuel consumption [US gal/h]	8.74	28.47	10.59	5.63	7.73	4.13	0.90	5.98	5.74	8.46	3.77	3.53
CO [g/h]	610.59	1990.34	739.95	393.31	540.59	288.85	62.88	417.97	401.53	591.36	263.70	246.88
NOx [g/h]	118.80	387.25	143.97	76.52	105.18	56.20	12.23	81.32	78.12	115.06	51.31	48.03
VOC [g/h]	141.51	461.28	171.49	91.15	125.29	66.94	14.57	96.87	93.06	137.05	61.12	57.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.381	3.051	2.681	2.875
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	455	455	636	836
d_b, Bicycle Delay [s]	32.84	32.84	25.57	18.62
l_b,int, Bicycle LOS Score for Intersection	2.426	2.118	2.013	2.193
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	27.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	44	0	0	5	0	0	24	0	0	30
Total Hourly Volume [veh/h]	71	1166	130	117	905	16	27	132	71	201	100	88
Peak Hour Factor	0.8779	0.8779	0.8779	0.8866	0.8866	0.8866	0.8183	0.8183	0.8183	0.8130	0.8130	0.8130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	332	37	33	255	5	8	40	22	62	31	27
Total Analysis Volume [veh/h]	81	1328	148	132	1021	18	33	161	87	247	123	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	22	0	10	19	0	0	29	0	0	33	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	26	0	18	23	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	55	55	10	58	58	12	12	12	18	18	18
g / C, Green / Cycle	0.06	0.50	0.50	0.09	0.53	0.53	0.11	0.11	0.11	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.04	0.27	0.27	0.07	0.19	0.19	0.02	0.08	0.05	0.14	0.06	0.07
s, saturation flow rate [veh/h]	1810	3618	1804	1810	3618	1883	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	106	1803	899	161	1914	997	194	204	173	289	304	258
d1, Uniform Delay [s]	51.06	19.02	19.02	49.21	15.03	15.03	44.66	47.91	46.34	44.96	41.51	41.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.99	1.20	2.38	9.76	0.52	1.00	0.41	6.74	2.25	7.08	0.87	1.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.55	0.55	0.82	0.36	0.36	0.17	0.79	0.50	0.85	0.40	0.42
d, Delay for Lane Group [s/veh]	62.05	20.22	21.41	58.98	15.55	16.03	45.07	54.65	48.59	52.04	42.37	42.68
Lane Group LOS	E	C	C	E	B	B	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.46	8.25	8.52	3.89	4.69	5.01	0.83	4.60	2.31	6.96	3.01	2.66
50th-Percentile Queue Length [ft/ln]	61.52	206.16	213.11	97.33	117.14	125.32	20.68	114.88	57.77	173.97	75.27	66.57
95th-Percentile Queue Length [veh/ln]	4.43	12.96	13.31	7.01	8.24	8.68	1.49	8.11	4.16	11.28	5.42	4.79
95th-Percentile Queue Length [ft/ln]	110.73	323.90	332.81	175.19	205.89	217.12	37.23	202.77	103.99	282.12	135.49	119.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.05	20.52	21.41	58.98	15.71	16.03	45.07	54.65	48.59	52.04	42.37	42.68
Movement LOS	E	C	C	E	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	22.77			20.59			51.65			47.44		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	27.75											
Intersection LOS	C											
Intersection V/C	0.566											

Emissions

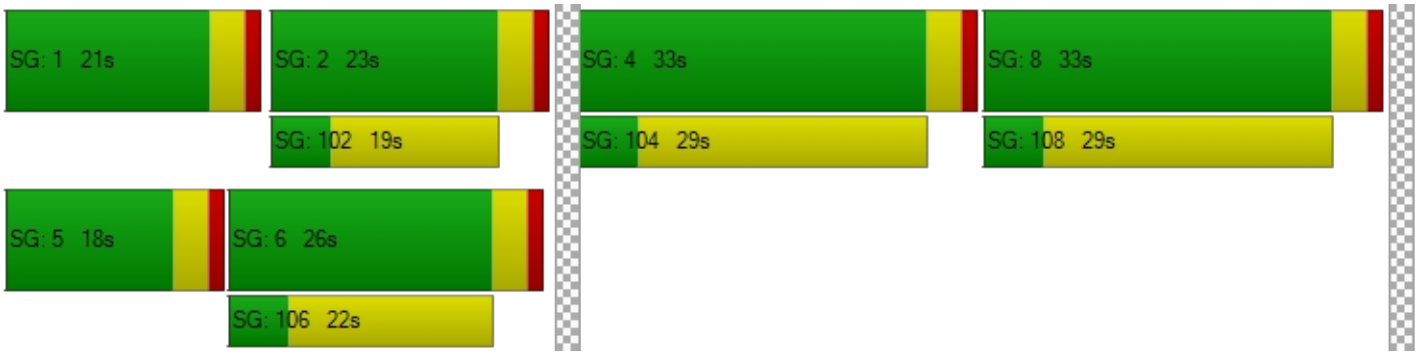
Vehicle Miles Traveled [mph]	133.26	1620.11	808.12	66.14	342.32	178.26	2.76	13.45	7.27	29.37	14.63	12.84
Stops [stops/h]	80.53	539.77	278.98	127.41	306.70	164.06	27.08	150.39	75.63	227.74	98.54	87.14
Fuel consumption [US gal/h]	6.59	66.30	33.31	5.44	17.71	9.31	0.67	3.75	1.86	5.90	2.55	2.25
CO [g/h]	460.76	4634.11	2328.30	379.93	1237.90	650.83	46.65	262.09	130.26	412.75	178.42	157.55
NOx [g/h]	89.65	901.63	453.00	73.92	240.85	126.63	9.08	50.99	25.34	80.31	34.71	30.65
VOC [g/h]	106.79	1074.00	539.61	88.05	286.89	150.84	10.81	60.74	30.19	95.66	41.35	36.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.290	3.171	2.349	2.612
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	345	527	527
d_b, Bicycle Delay [s]	35.20	37.64	29.82	29.82
l_b,int, Bicycle LOS Score for Intersection	2.440	2.206	2.063	2.398
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	27.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	36	806	5	154	1048	280	250	155	62	9	133	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	72	0	0	16	0	0	35
Total Hourly Volume [veh/h]	37	830	4	159	1079	216	258	160	48	9	137	104
Peak Hour Factor	0.8615	0.8615	0.8615	0.8521	0.8521	0.8521	0.8694	0.8694	0.8694	0.9095	0.9095	0.9095
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	241	1	47	317	63	74	46	14	2	38	29
Total Analysis Volume [veh/h]	43	963	5	187	1266	253	297	184	55	10	151	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	5	36	0	7	38	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	12	42	0	28	59	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	63	63	8	68	68	22	31	31	1	11	11
g / C, Green / Cycle	0.03	0.53	0.53	0.07	0.56	0.56	0.18	0.26	0.26	0.01	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.00	0.05	0.24	0.16	0.16	0.05	0.03	0.00	0.03	0.07
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	112	2735	853	234	2915	910	325	939	419	42	477	149
d1, Uniform Delay [s]	56.93	16.39	13.38	55.20	15.15	13.57	48.33	34.66	34.06	58.73	50.94	53.21
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.31	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.15	0.36	0.01	6.15	0.47	0.76	23.00	0.10	0.14	2.82	0.38	7.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.35	0.01	0.80	0.43	0.28	0.91	0.20	0.13	0.24	0.32	0.77
d, Delay for Lane Group [s/veh]	59.08	16.75	13.40	61.35	15.63	14.33	71.32	34.76	34.20	61.55	51.32	61.19
Lane Group LOS	E	B	B	E	B	B	E	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.66	4.88	0.06	2.92	6.26	3.48	10.53	2.06	1.22	0.16	1.40	3.61
50th-Percentile Queue Length [ft/ln]	16.46	121.92	1.60	73.01	156.46	87.11	263.16	51.54	30.49	4.10	35.04	90.16
95th-Percentile Queue Length [veh/ln]	1.18	8.50	0.11	5.26	10.36	6.27	15.85	3.71	2.20	0.29	2.52	6.49
95th-Percentile Queue Length [ft/ln]	29.62	212.46	2.87	131.42	259.02	156.79	396.18	92.76	54.88	7.37	63.08	162.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.08	16.75	13.40	61.35	15.63	14.33	71.32	34.76	34.20	61.55	51.32	61.19
Movement LOS	E	B	B	E	B	B	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	18.53			20.45			54.96			55.78		
Approach LOS	B			C			D			E		
d_I, Intersection Delay [s/veh]	27.90											
Intersection LOS	C											
Intersection V/C	0.492											

Emissions

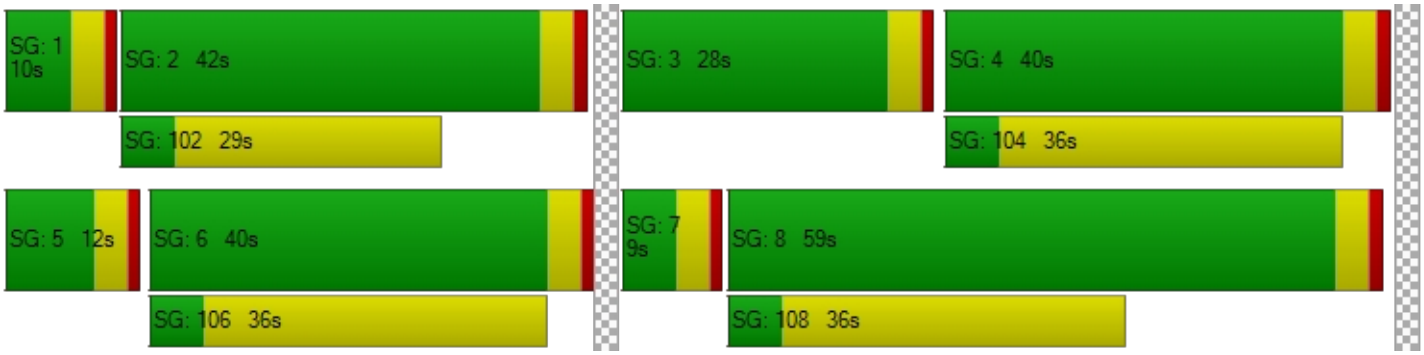
Vehicle Miles Traveled [mph]	16.04	359.24	1.87	307.64	2082.76	416.22	44.43	27.53	8.23	1.21	18.34	13.85
Stops [stops/h]	39.50	438.90	1.91	175.23	563.24	104.53	315.79	123.69	36.59	9.83	126.16	108.19
Fuel consumption [US gal/h]	1.56	21.05	0.10	15.06	82.42	16.30	9.76	3.78	1.12	0.29	3.77	3.24
CO [g/h]	108.89	1471.65	7.09	1052.59	5761.24	1139.71	682.19	264.42	78.26	20.21	263.82	226.42
NOx [g/h]	21.19	286.33	1.38	204.80	1120.93	221.75	132.73	51.45	15.23	3.93	51.33	44.05
VOC [g/h]	25.24	341.07	1.64	243.95	1335.22	264.14	158.10	61.28	18.14	4.68	61.14	52.47

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.249	3.485	2.856	3.026
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	633	917	600
d_b, Bicycle Delay [s]	29.40	28.02	17.60	29.40
l_b,int, Bicycle LOS Score for Intersection	2.116	2.538	2.015	1.730
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	16	766	15	8	1075	32	43	42	67	13	44	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	8	0	0	17	0	0	7
Total Hourly Volume [veh/h]	16	789	11	8	1107	25	44	43	52	13	45	20
Peak Hour Factor	0.9246	0.9246	0.9246	0.8460	0.8460	0.8460	0.5611	0.5611	0.5611	0.6762	0.6762	0.6762
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	213	3	2	327	7	20	19	23	5	17	7
Total Analysis Volume [veh/h]	17	853	12	9	1309	30	78	77	93	19	67	30
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	24	0	5	24	0	46	47	0	28	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	12	29	0	9	33	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	50	50	1	49	49	4	12	12	2	9	9
g / C, Green / Cycle	0.02	0.62	0.62	0.01	0.61	0.61	0.06	0.15	0.15	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.01	0.00	0.24	0.24	0.04	0.04	0.06	0.01	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1878	1810	1900	1615	1810	1900	1711
c, Capacity [veh/h]	36	2247	1003	21	2218	1151	101	276	235	39	212	191
d1, Uniform Delay [s]	38.79	7.51	5.78	39.27	7.92	7.92	37.28	30.44	31.00	38.69	32.41	32.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.38	0.49	0.02	13.01	0.53	1.03	11.90	0.54	1.08	8.96	0.55	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.38	0.01	0.43	0.40	0.40	0.77	0.28	0.40	0.48	0.23	0.25
d, Delay for Lane Group [s/veh]	48.18	8.00	5.80	52.27	8.45	8.95	49.18	30.99	32.08	47.65	32.97	33.17
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.41	2.85	0.06	0.24	3.09	3.37	1.79	1.32	1.64	0.46	0.87	0.86
50th-Percentile Queue Length [ft/ln]	10.15	71.32	1.61	6.07	77.25	84.16	44.75	32.92	40.96	11.38	21.78	21.41
95th-Percentile Queue Length [veh/ln]	0.73	5.13	0.12	0.44	5.56	6.06	3.22	2.37	2.95	0.82	1.57	1.54
95th-Percentile Queue Length [ft/ln]	18.28	128.37	2.90	10.92	139.05	151.50	80.54	59.25	73.73	20.49	39.21	38.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.18	8.00	5.80	52.27	8.61	8.95	49.18	30.99	32.08	47.65	33.02	33.17
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	8.74			8.91			37.12			35.46		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	12.74											
Intersection LOS	B											
Intersection V/C	0.324											

Emissions

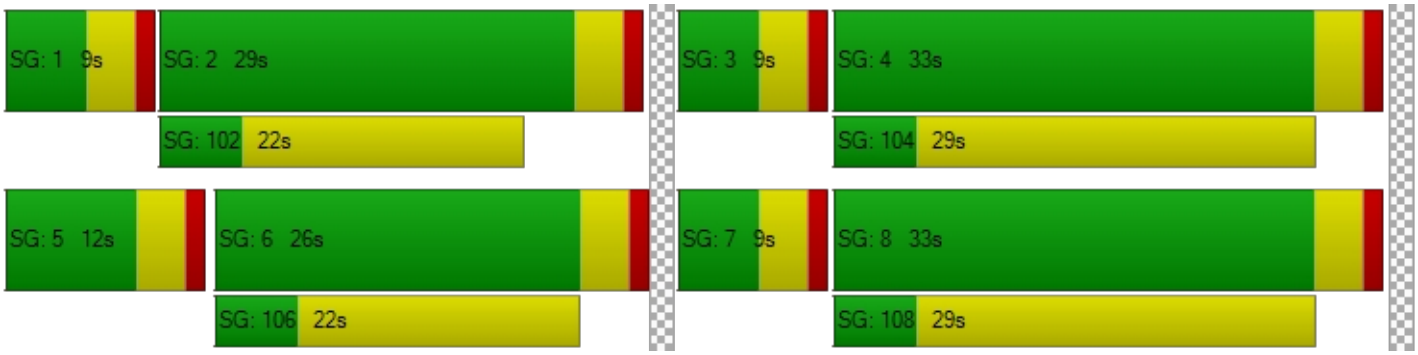
Vehicle Miles Traveled [mph]	8.56	429.43	6.04	3.36	328.79	170.72	4.30	4.24	5.12	1.26	3.26	3.18
Stops [stops/h]	18.28	256.74	2.90	10.92	278.10	151.50	80.54	59.25	73.73	20.49	39.21	38.54
Fuel consumption [US gal/h]	0.69	19.30	0.26	0.35	16.24	8.57	1.55	1.09	1.36	0.39	0.75	0.73
CO [g/h]	48.04	1349.12	17.99	24.23	1135.46	598.95	108.35	76.39	94.84	27.01	52.33	51.35
NOx [g/h]	9.35	262.49	3.50	4.71	220.92	116.53	21.08	14.86	18.45	5.26	10.18	9.99
VOC [g/h]	11.13	312.67	4.17	5.62	263.15	138.81	25.11	17.70	21.98	6.26	12.13	11.90

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.081	3.086	2.408	2.357
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	625	725	725
d_b, Bicycle Delay [s]	21.03	18.91	16.26	16.26
l_b,int, Bicycle LOS Score for Intersection	2.291	2.305	1.778	1.661
Bicycle LOS	B	B	A	A

Sequence

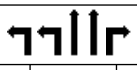
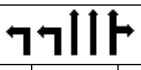
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	36.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	28	0	0	65	0	0	35	0	0	26
Total Hourly Volume [veh/h]	127	425	84	293	651	194	306	1061	104	148	754	76
Peak Hour Factor	0.8200	0.8200	0.8200	0.9321	0.9321	0.9321	0.8971	0.8971	0.8971	0.9286	0.9286	0.9286
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	130	26	79	175	52	85	296	29	40	203	20
Total Analysis Volume [veh/h]	155	518	102	314	698	208	341	1183	116	159	812	82
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	35	0	13	41	0	14	39	0	7	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	39	0	17	43	0	18	41	0	13	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	46	46	12	50	50	13	30	30	7	24	24
g / C, Green / Cycle	0.06	0.41	0.41	0.11	0.46	0.46	0.11	0.27	0.27	0.06	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.04	0.14	0.06	0.09	0.19	0.13	0.10	0.23	0.07	0.05	0.16	0.17
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1812
c, Capacity [veh/h]	218	1495	667	377	1658	740	404	1402	437	222	792	397
d1, Uniform Delay [s]	50.61	22.10	20.21	48.13	20.00	18.52	47.70	37.91	31.51	50.55	40.15	40.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.22	0.64	0.49	4.84	0.79	0.95	4.84	1.47	0.32	4.25	1.46	3.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.35	0.15	0.83	0.42	0.28	0.84	0.84	0.27	0.72	0.75	0.75
d, Delay for Lane Group [s/veh]	54.83	22.74	20.70	52.97	20.78	19.47	52.54	39.38	31.83	54.80	41.61	43.39
Lane Group LOS	D	C	C	D	C	B	D	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.16	4.47	1.65	4.34	5.79	3.29	4.62	9.53	2.32	2.18	7.23	7.47
50th-Percentile Queue Length [ft/ln]	54.07	111.73	41.31	108.55	144.69	82.25	115.47	238.20	58.04	54.51	180.71	186.64
95th-Percentile Queue Length [veh/ln]	3.89	7.94	2.97	7.76	9.73	5.92	8.14	14.59	4.18	3.92	11.64	11.95
95th-Percentile Queue Length [ft/ln]	97.33	198.41	74.35	193.98	243.32	148.06	203.59	364.75	104.48	98.12	290.94	298.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.83	22.74	20.70	52.97	20.78	19.47	52.54	39.38	31.83	54.80	42.09	43.39
Movement LOS	D	C	C	D	C	B	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	28.89			28.84			41.58			44.11		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	36.74											
Intersection LOS	D											
Intersection V/C	0.511											

Emissions

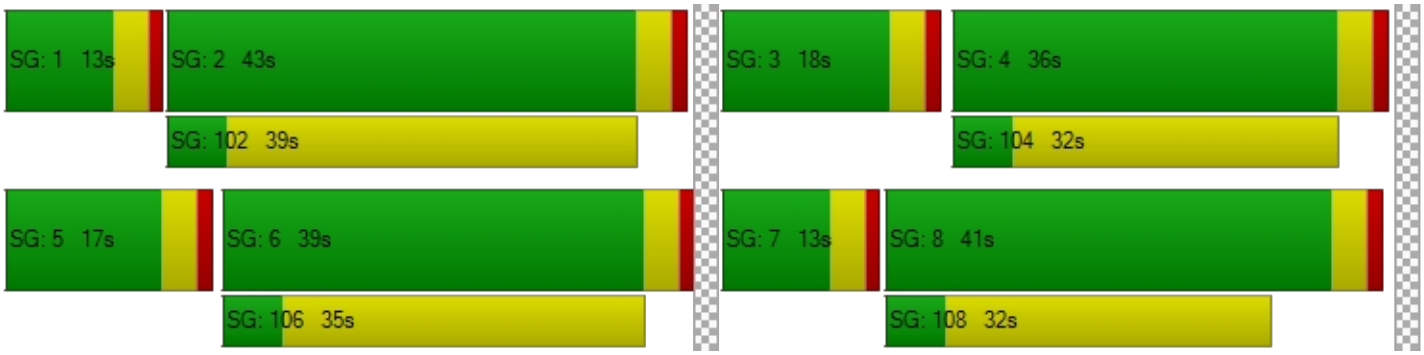
Vehicle Miles Traveled [mph]	77.01	257.35	50.67	158.08	351.39	104.71	85.22	295.65	28.99	17.27	64.61	32.48
Stops [stops/h]	141.58	292.54	54.07	284.21	378.82	107.68	302.33	935.46	75.98	142.72	473.12	244.34
Fuel consumption [US gal/h]	6.13	14.86	2.84	12.34	19.71	5.75	12.11	36.75	3.13	5.00	15.99	8.27
CO [g/h]	428.43	1038.41	198.45	862.33	1377.52	402.09	846.61	2568.50	218.96	349.61	1117.46	577.79
NOx [g/h]	83.36	202.04	38.61	167.78	268.02	78.23	164.72	499.74	42.60	68.02	217.42	112.42
VOC [g/h]	99.29	240.66	45.99	199.85	319.25	93.19	196.21	595.28	50.75	81.03	258.98	133.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.108	3.241	3.489	3.378
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	709	673	582
d_b, Bicycle Delay [s]	25.57	22.91	24.22	27.65
l_b,int, Bicycle LOS Score for Intersection	2.222	2.620	2.481	2.153
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.318

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	29	602	15	18	857	15	19	15	12	24	17	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	4	0	0	3	0	0	4
Total Hourly Volume [veh/h]	30	620	11	19	883	11	20	15	9	25	18	11
Peak Hour Factor	0.8770	0.8770	0.8770	0.9127	0.9127	0.9127	0.6389	0.6389	0.6389	0.6453	0.6453	0.6453
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	177	3	5	242	3	8	6	4	10	7	4
Total Analysis Volume [veh/h]	34	707	13	21	967	12	31	23	14	39	28	17
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	21	32	0	21	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	15	36	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	62	62	2	62	62	3	6	6	3	7	7
g / C, Green / Cycle	0.03	0.69	0.69	0.02	0.68	0.68	0.03	0.07	0.07	0.03	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.13	0.13	0.01	0.27	0.01	0.02	0.01	0.01	0.02	0.01	0.01
s, saturation flow rate [veh/h]	1810	3618	1882	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	58	2507	1304	41	2474	1104	55	259	115	63	145	123
d1, Uniform Delay [s]	42.98	4.88	4.88	43.47	6.14	4.53	43.05	39.04	39.13	42.83	38.98	38.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.20	0.17	0.32	9.35	0.47	0.02	8.81	0.15	0.46	9.39	0.64	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.19	0.19	0.51	0.39	0.01	0.57	0.09	0.12	0.62	0.19	0.14
d, Delay for Lane Group [s/veh]	52.18	5.05	5.20	52.83	6.60	4.55	51.86	39.19	39.60	52.22	39.63	39.32
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.86	1.17	1.28	0.57	3.46	0.07	0.80	0.24	0.30	1.00	0.59	0.36
50th-Percentile Queue Length [ft/ln]	21.57	29.30	31.96	14.13	86.49	1.65	20.02	5.95	7.47	25.07	14.86	9.02
95th-Percentile Queue Length [veh/ln]	1.55	2.11	2.30	1.02	6.23	0.12	1.44	0.43	0.54	1.80	1.07	0.65
95th-Percentile Queue Length [ft/ln]	38.82	52.74	57.54	25.43	155.68	2.97	36.04	10.71	13.45	45.12	26.74	16.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.18	5.10	5.20	52.83	6.60	4.55	51.86	39.19	39.60	52.22	39.63	39.32
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.22			7.55			45.05			45.41		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.43											
Intersection LOS	B											
Intersection V/C	0.318											

Emissions

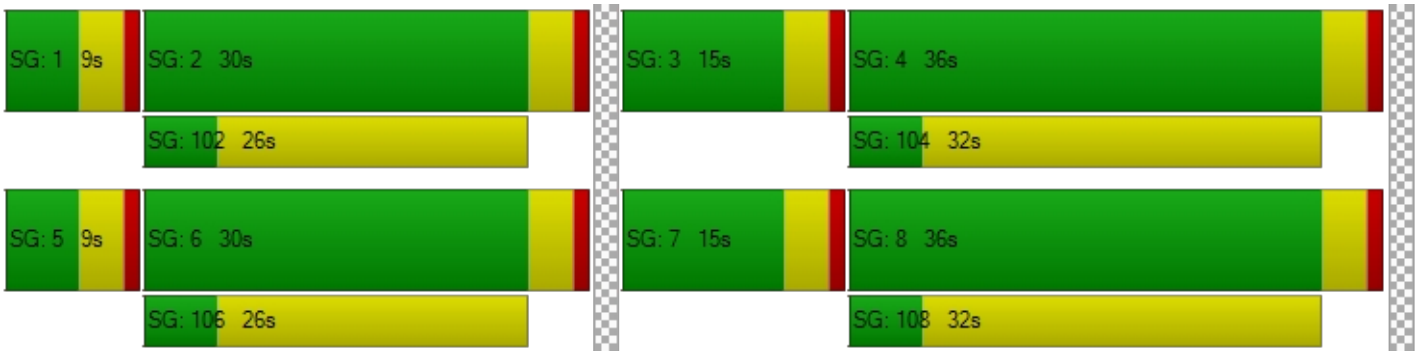
Vehicle Miles Traveled [mph]	6.68	92.92	48.46	10.43	480.42	5.96	15.55	11.54	7.02	10.46	7.51	4.56
Stops [stops/h]	34.50	93.75	51.14	22.60	276.76	2.64	32.04	19.05	11.96	40.11	23.77	14.44
Fuel consumption [US gal/h]	1.02	4.84	2.56	0.78	22.61	0.27	1.16	0.77	0.47	1.11	0.69	0.42
CO [g/h]	71.22	338.10	178.82	54.53	1580.15	18.95	81.13	53.57	32.88	77.92	48.28	29.24
NOx [g/h]	13.86	65.78	34.79	10.61	307.44	3.69	15.79	10.42	6.40	15.16	9.39	5.69
VOC [g/h]	16.51	78.36	41.44	12.64	366.21	4.39	18.80	12.41	7.62	18.06	11.19	6.78

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.973	2.847	2.487	2.488
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	711	711
d_b, Bicycle Delay [s]	22.76	22.76	18.69	18.69
l_b,int, Bicycle LOS Score for Intersection	1.977	2.388	1.618	1.705
Bicycle LOS	A	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	72	372	14	65	454	156	172	278	82	14	228	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	40	0	0	21	0	0	15
Total Hourly Volume [veh/h]	74	383	10	67	468	121	177	286	63	14	235	44
Peak Hour Factor	0.6662	0.6662	0.6662	0.9500	0.9500	0.9500	0.9283	0.9283	0.9283	0.6898	0.6898	0.6898
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	144	4	18	123	32	48	77	17	5	85	16
Total Analysis Volume [veh/h]	111	575	15	71	493	127	191	308	68	20	341	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	11	30	0	6	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	26	0	11	26	0	14	34	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	39	39	4	36	36	10	20	20	2	11	11
g / C, Green / Cycle	0.08	0.48	0.48	0.05	0.45	0.45	0.13	0.24	0.24	0.02	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.16	0.04	0.17	0.17	0.11	0.10	0.10	0.01	0.11	0.11
s, saturation flow rate [veh/h]	1810	1900	1883	1810	1900	1768	1810	1900	1783	1810	1900	1798
c, Capacity [veh/h]	141	914	906	93	863	803	226	465	436	42	271	257
d1, Uniform Delay [s]	36.21	12.76	12.76	37.48	14.33	14.35	34.24	25.40	25.43	38.60	32.98	33.05
k, delay calibration	0.14	0.50	0.50	0.11	0.50	0.50	0.23	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.87	0.94	0.95	12.29	1.23	1.33	15.86	0.59	0.64	8.29	4.39	4.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.32	0.32	0.77	0.37	0.37	0.84	0.42	0.42	0.48	0.76	0.77
d, Delay for Lane Group [s/veh]	48.09	13.70	13.71	49.76	15.56	15.68	50.10	26.00	26.08	46.90	37.38	38.01
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.49	3.11	3.08	1.63	3.67	3.46	4.39	2.92	2.78	0.46	3.92	3.82
50th-Percentile Queue Length [ft/ln]	62.36	77.68	77.10	40.71	91.85	86.59	109.69	72.95	69.41	11.58	97.99	95.39
95th-Percentile Queue Length [veh/ln]	4.49	5.59	5.55	2.93	6.61	6.23	7.82	5.25	5.00	0.83	7.06	6.87
95th-Percentile Queue Length [ft/ln]	112.24	139.82	138.78	73.27	165.33	155.86	195.57	131.30	124.95	20.84	176.38	171.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.09	13.71	13.71	49.76	15.60	15.68	50.10	26.03	26.08	46.90	37.63	38.01
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	19.15			19.13			34.14			38.12		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	26.09											
Intersection LOS	C											
Intersection V/C	0.447											

Emissions

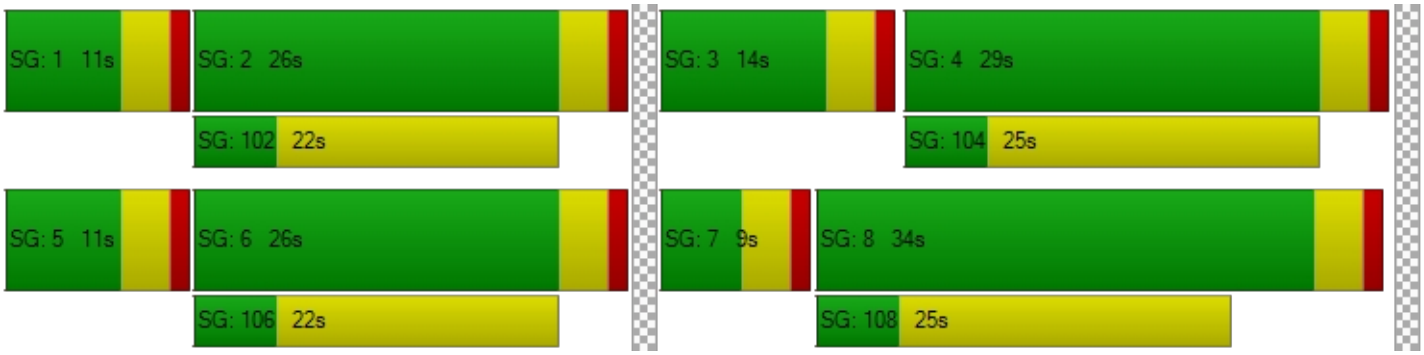
Vehicle Miles Traveled [mph]	16.80	44.82	44.45	8.16	36.83	34.47	115.40	116.58	110.59	3.72	38.34	36.91
Stops [stops/h]	112.24	139.82	138.78	73.27	165.33	155.86	197.45	131.30	124.95	20.84	176.38	171.70
Fuel consumption [US gal/h]	2.79	3.81	3.78	1.73	3.96	3.72	8.36	6.65	6.32	0.58	5.08	4.94
CO [g/h]	195.05	265.97	263.91	121.01	276.63	260.19	584.21	464.78	441.46	40.36	354.86	345.06
NOx [g/h]	37.95	51.75	51.35	23.54	53.82	50.62	113.67	90.43	85.89	7.85	69.04	67.14
VOC [g/h]	45.20	61.64	61.16	28.05	64.11	60.30	135.40	107.72	102.31	9.35	82.24	79.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.641	2.762	2.678	2.562
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	750	625
d_b, Bicycle Delay [s]	21.03	21.03	15.63	18.91
l_b,int, Bicycle LOS Score for Intersection	2.141	2.163	2.045	1.923
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	25	140	91	58	168	14	10	341	38	124	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	24	0	0	4	0	0	10	0	0	8
Total Hourly Volume [veh/h]	26	144	70	60	173	10	10	351	29	128	325	22
Peak Hour Factor	0.8574	0.8574	0.8574	0.8571	0.8571	0.8571	0.7729	0.7729	0.7729	0.9044	0.9044	0.9044
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	42	20	18	50	3	3	114	9	35	90	6
Total Analysis Volume [veh/h]	30	168	82	70	202	12	13	454	38	142	359	24
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	11	57	0	17	63	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	9	26	0	9	24	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	25	25	4	26	26	1	18	18	7	24	24
g / C, Green / Cycle	0.03	0.36	0.36	0.05	0.38	0.38	0.02	0.26	0.26	0.10	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.05	0.04	0.11	0.01	0.01	0.24	0.02	0.08	0.10	0.10
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1859
c, Capacity [veh/h]	59	675	573	97	714	607	32	502	426	179	655	641
d1, Uniform Delay [s]	33.29	15.97	15.34	32.60	15.25	13.73	34.02	24.91	19.42	30.85	16.72	16.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.50	0.88	0.52	9.59	0.99	0.06	8.07	6.44	0.09	7.79	0.25	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.25	0.14	0.72	0.28	0.02	0.41	0.91	0.09	0.80	0.29	0.30
d, Delay for Lane Group [s/veh]	39.79	16.85	15.86	42.19	16.24	13.79	42.08	31.35	19.51	38.65	16.96	16.98
Lane Group LOS	D	B	B	D	B	B	D	C	B	D	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.59	1.90	0.90	1.37	2.23	0.12	0.28	7.31	0.43	2.54	2.01	1.98
50th-Percentile Queue Length [ft/ln]	14.66	47.54	22.43	34.31	55.82	2.98	6.88	182.71	10.72	63.44	50.35	49.53
95th-Percentile Queue Length [veh/ln]	1.06	3.42	1.62	2.47	4.02	0.21	0.50	11.74	0.77	4.57	3.63	3.57
95th-Percentile Queue Length [ft/ln]	26.39	85.58	40.38	61.76	100.48	5.36	12.39	293.55	19.30	114.20	90.63	89.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.79	16.85	15.86	42.19	16.24	13.79	42.08	31.35	19.51	38.65	16.97	16.98
Movement LOS	D	B	B	D	B	B	D	C	B	D	B	B
d_A, Approach Delay [s/veh]	19.02			22.54			30.74			22.83		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	24.61											
Intersection LOS	C											
Intersection V/C	0.445											

Emissions

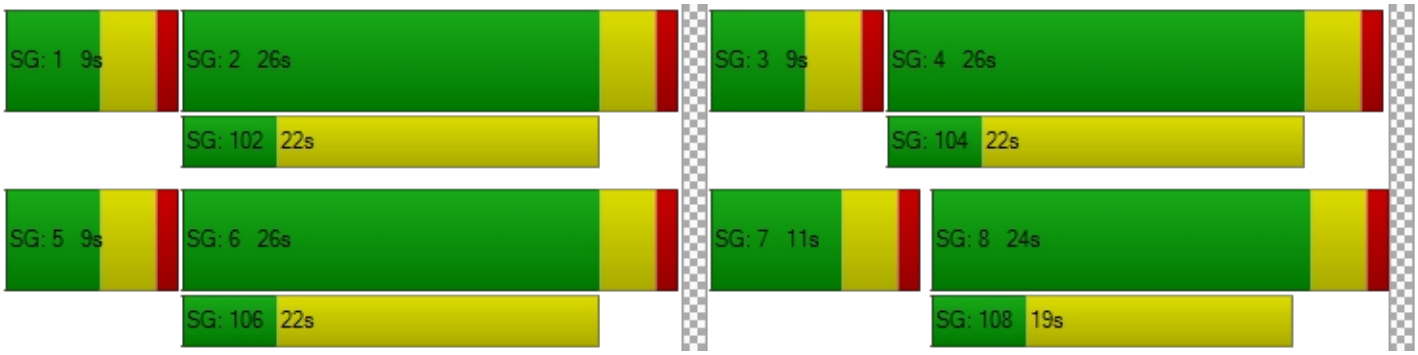
Vehicle Miles Traveled [mph]	13.19	73.84	36.04	5.51	15.90	0.94	0.86	30.03	2.51	20.69	28.15	27.66
Stops [stops/h]	30.16	97.81	46.14	70.59	114.84	6.12	14.16	375.86	22.06	130.52	103.58	101.90
Fuel consumption [US gal/h]	0.97	4.13	1.99	1.34	2.14	0.12	0.32	8.60	0.51	3.45	2.92	2.87
CO [g/h]	67.97	288.43	138.78	93.80	149.42	8.09	22.15	601.08	35.74	241.07	204.08	200.69
NOx [g/h]	13.22	56.12	27.00	18.25	29.07	1.57	4.31	116.95	6.95	46.90	39.71	39.05
VOC [g/h]	15.75	66.85	32.16	21.74	34.63	1.87	5.13	139.31	8.28	55.87	47.30	46.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.352	2.408	2.572	2.640
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	571	629
d_b, Bicycle Delay [s]	16.46	16.46	17.86	16.46
l_b,int, Bicycle LOS Score for Intersection	2.061	2.035	2.409	1.999
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.366

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	17	536	182	66	798	26	27	158	45	182	113	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	47	0	0	7	0	0	12	0	0	15
Total Hourly Volume [veh/h]	18	552	140	68	822	20	28	163	34	187	116	43
Peak Hour Factor	0.9023	0.9023	0.9023	0.9304	0.9304	0.9304	0.8297	0.8297	0.8297	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	153	39	18	221	5	8	49	10	59	37	14
Total Analysis Volume [veh/h]	20	612	155	73	883	21	34	196	41	236	146	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	36	32	0	39	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	12	32	0	19	36	0	22	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	54	54	5	57	57	3	10	10	15	22	22
g / C, Green / Cycle	0.02	0.54	0.54	0.05	0.57	0.57	0.03	0.10	0.10	0.15	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.01	0.12	0.10	0.04	0.17	0.01	0.02	0.05	0.03	0.13	0.04	0.03
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	39	2784	869	94	2943	918	56	364	163	270	792	353
d1, Uniform Delay [s]	48.41	12.11	11.81	46.80	11.21	9.42	47.84	42.75	41.49	41.63	31.80	31.57
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.16	0.18	0.45	12.48	0.26	0.05	10.07	1.24	0.80	8.71	0.11	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.22	0.18	0.77	0.30	0.02	0.61	0.54	0.25	0.87	0.18	0.15
d, Delay for Lane Group [s/veh]	58.57	12.29	12.26	59.28	11.48	9.47	57.92	43.99	42.29	50.34	31.91	31.77
Lane Group LOS	E	B	B	E	B	A	E	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.59	2.19	1.70	2.06	3.05	0.19	0.97	2.28	0.94	6.10	1.39	1.03
50th-Percentile Queue Length [ft/ln]	14.68	54.71	42.39	51.48	76.32	4.76	24.16	57.07	23.44	152.50	34.80	25.82
95th-Percentile Queue Length [veh/ln]	1.06	3.94	3.05	3.71	5.49	0.34	1.74	4.11	1.69	10.15	2.51	1.86
95th-Percentile Queue Length [ft/ln]	26.43	98.48	76.29	92.66	137.37	8.57	43.49	102.72	42.20	253.76	62.65	46.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.57	12.29	12.26	59.28	11.48	9.47	57.92	43.99	42.29	50.34	31.91	31.77
Movement LOS	E	B	B	E	B	A	E	D	D	D	C	C
d_A, Approach Delay [s/veh]	13.46			15.01			45.48			41.87		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	22.59											
Intersection LOS	C											
Intersection V/C	0.366											

Emissions

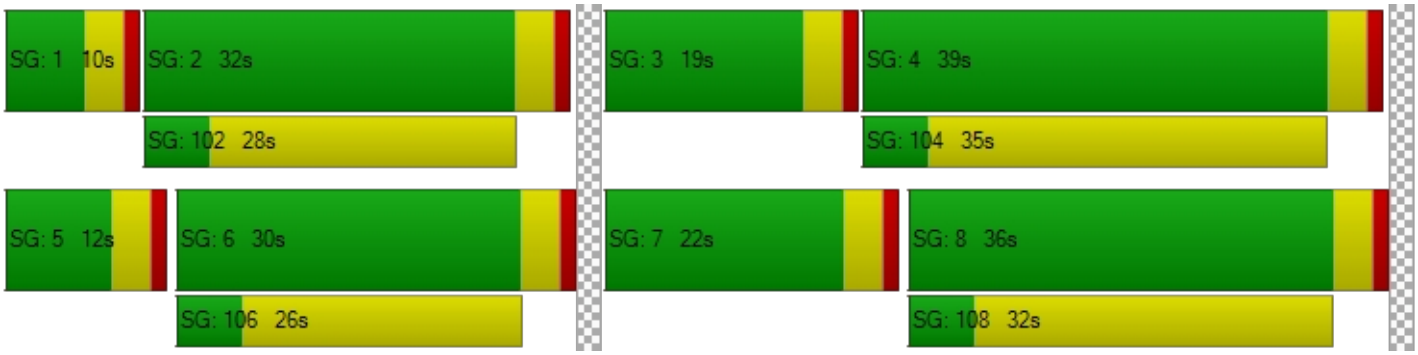
Vehicle Miles Traveled [mph]	8.30	254.02	64.33	21.80	263.73	6.27	2.40	13.86	2.90	43.43	26.87	9.94
Stops [stops/h]	21.14	236.34	61.03	74.13	329.69	6.86	34.79	164.35	33.76	219.60	100.23	37.19
Fuel consumption [US gal/h]	0.79	13.18	3.35	2.55	15.20	0.34	0.92	4.27	0.87	6.64	3.12	1.15
CO [g/h]	54.92	921.01	234.22	178.22	1062.59	23.82	64.00	298.67	60.95	463.89	217.76	80.53
NOx [g/h]	10.69	179.19	45.57	34.67	206.74	4.63	12.45	58.11	11.86	90.26	42.37	15.67
VOC [g/h]	12.73	213.45	54.28	41.30	246.27	5.52	14.83	69.22	14.13	107.51	50.47	18.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.166	3.053	2.593	2.706
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	560	640	700
d_b, Bicycle Delay [s]	27.38	25.92	23.12	21.13
l_b,int, Bicycle LOS Score for Intersection	2.018	2.101	1.793	1.932
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	60	150	7	67	251	31	48	126	116	1	84	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	155	7	69	259	32	49	130	119	1	87	30
Peak Hour Factor	0.9435	0.9435	0.9435	0.8756	0.8756	0.8756	0.8401	0.8401	0.8401	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	41	2	20	74	9	15	39	35	0	30	10
Total Analysis Volume [veh/h]	66	164	7	79	296	37	58	155	142	1	118	41
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	478	511	516	504	542	605	495	531	590	505	554
Degree of Utilization, x	0.14	0.17	0.17	0.16	0.55	0.06	0.12	0.29	0.24	0.00	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.48	0.60	0.59	0.55	3.26	0.19	0.39	1.21	0.93	0.01	1.18
95th-Percentile Queue Length [ft]	11.91	14.89	14.75	13.78	81.58	4.87	9.87	30.15	23.36	0.15	29.49
Approach Delay [s/veh]	11.20			15.20			11.42			11.78	
Approach LOS	B			C			B			B	
Intersection Delay [s/veh]	12.76										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	17.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	16	0	0	18	0	0	20	0	0	8
Total Hourly Volume [veh/h]	48	709	49	67	928	55	46	208	58	41	90	22
Peak Hour Factor	0.9427	0.9427	0.9427	0.9056	0.9056	0.9056	0.9714	0.9714	0.9714	0.8451	0.8451	0.8451
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	188	13	18	256	15	12	54	15	12	27	7
Total Analysis Volume [veh/h]	51	752	52	74	1025	61	47	214	60	49	106	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	49	0	17	52	0	12	26	0	12	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	33	0	18	36	0	9	30	0	9	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	56	56	5	57	57	3	10	10	4	10	10
g / C, Green / Cycle	0.04	0.62	0.62	0.05	0.63	0.63	0.04	0.11	0.11	0.04	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.03	0.04	0.28	0.04	0.03	0.06	0.04	0.03	0.02	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	74	2230	996	98	2278	1017	70	407	181	71	586	183
d1, Uniform Delay [s]	42.61	8.35	6.84	41.99	8.61	6.41	42.71	37.68	36.82	42.68	36.13	35.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.04	0.41	0.10	11.30	0.64	0.11	10.75	1.06	1.05	11.15	0.15	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.34	0.05	0.76	0.45	0.06	0.67	0.53	0.33	0.69	0.18	0.14
d, Delay for Lane Group [s/veh]	53.66	8.76	6.94	53.30	9.25	6.52	53.46	38.74	37.88	53.83	36.27	36.32
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.30	2.97	0.35	1.86	4.25	0.39	1.21	2.21	1.23	1.26	0.69	0.52
50th-Percentile Queue Length [ft/ln]	32.44	74.31	8.74	46.42	106.34	9.77	30.18	55.14	30.73	31.55	17.20	12.90
95th-Percentile Queue Length [veh/ln]	2.34	5.35	0.63	3.34	7.64	0.70	2.17	3.97	2.21	2.27	1.24	0.93
95th-Percentile Queue Length [ft/ln]	58.40	133.77	15.73	83.56	190.90	17.59	54.32	99.26	55.31	56.80	30.95	23.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.66	8.76	6.94	53.30	9.25	6.52	53.46	38.74	37.88	53.83	36.27	36.32
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.33			11.92			40.73			41.03		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.49											
Intersection LOS	B											
Intersection V/C	0.398											

Emissions

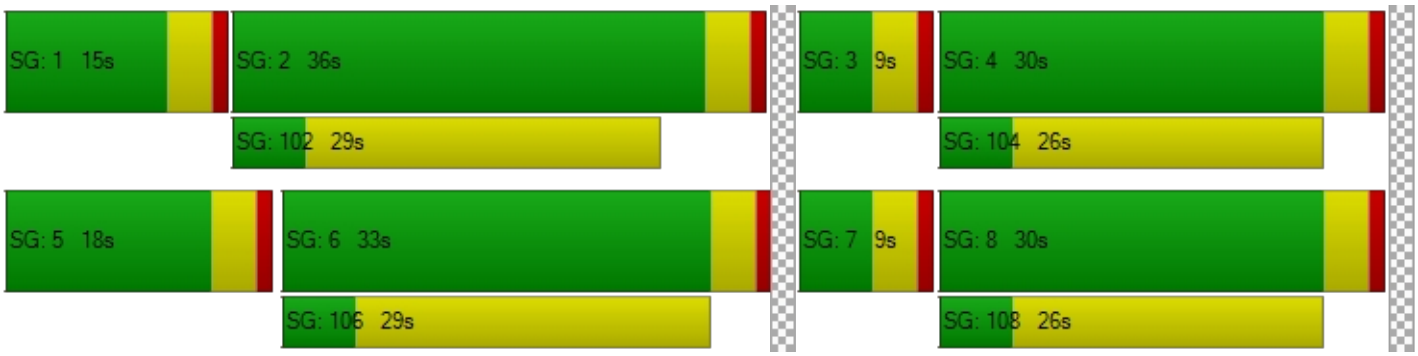
Vehicle Miles Traveled [mph]	3.32	48.99	3.39	5.86	81.19	4.83	5.12	23.32	6.54	24.69	53.41	13.10
Stops [stops/h]	51.91	237.81	13.99	74.28	340.28	15.64	48.28	176.46	49.16	50.49	82.55	20.64
Fuel consumption [US gal/h]	1.32	5.98	0.36	1.93	8.94	0.44	1.17	4.26	1.18	1.92	3.51	0.86
CO [g/h]	92.00	417.82	25.40	134.69	625.14	30.83	81.71	297.48	82.45	134.00	245.10	60.40
NOx [g/h]	17.90	81.29	4.94	26.21	121.63	6.00	15.90	57.88	16.04	26.07	47.69	11.75
VOC [g/h]	21.32	96.83	5.89	31.22	144.88	7.14	18.94	68.94	19.11	31.06	56.80	14.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.971	2.970	2.731	2.708
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	711	578	578
d_b, Bicycle Delay [s]	20.67	18.69	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.278	2.531	1.841	1.664
Bicycle LOS	B	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.197

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	16	8	3	10	12	10	340	48	9	219	10
Peak Hour Factor	0.7625	0.7625	0.7625	0.6125	0.6125	0.6125	0.9369	0.9369	0.9369	0.7804	0.7804	0.7804
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	5	3	1	4	5	3	91	13	3	70	3
Total Analysis Volume [veh/h]	50	21	10	5	16	20	11	363	51	12	281	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	629	657	638	701	701	738	628	688	688	701
Degree of Utilization, x	0.13	0.06	0.02	0.20	0.20	0.19	0.02	0.14	0.14	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.44	0.20	0.05	0.73	0.73	0.68	0.06	0.50	0.50	0.48
95th-Percentile Queue Length [ft]	11.02	4.99	1.31	18.22	18.22	17.11	1.46	12.38	12.38	12.12
Approach Delay [s/veh]	9.57	8.85	8.95				8.75			
Approach LOS	A	A	A				A			
Intersection Delay [s/veh]	8.93									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	46	0	0	14	0	0	3
Total Hourly Volume [veh/h]	33	62	9	31	153	139	82	341	41	8	245	9
Peak Hour Factor	0.8771	0.8771	0.8771	0.8074	0.8074	0.8074	0.8657	0.8657	0.8657	0.8526	0.8526	0.8526
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	18	3	10	47	43	24	98	12	2	72	3
Total Analysis Volume [veh/h]	38	71	10	38	189	172	95	394	47	9	287	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	6	61	0	6	61	0	14	32	32	5	23	23
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	16	23	23	12	19	19
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	3	46	46	3	46	5	15	21	1	10	17
g / C, Green / Cycle	0.04	0.57	0.57	0.04	0.57	0.07	0.18	0.27	0.01	0.13	0.21
(v / s)_i Volume / Saturation Flow Rate	0.02	0.04	0.01	0.02	0.21	0.05	0.11	0.03	0.00	0.08	0.01
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1753	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	65	1081	919	65	997	125	659	433	23	455	342
d1, Uniform Delay [s]	37.96	7.72	7.47	37.96	9.36	36.59	30.02	22.06	39.18	33.20	25.02
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.97	0.12	0.02	7.97	1.02	9.09	0.87	0.11	10.46	1.45	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.07	0.01	0.58	0.36	0.76	0.60	0.11	0.39	0.63	0.03
d, Delay for Lane Group [s/veh]	45.94	7.83	7.50	45.94	10.38	45.68	30.90	22.17	49.65	34.65	25.05
Lane Group LOS	D	A	A	D	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.86	0.53	0.07	0.84	3.00	2.03	3.31	0.63	0.23	2.57	0.16
50th-Percentile Queue Length [ft/ln]	21.61	13.17	1.81	20.94	75.09	50.84	82.78	15.71	5.83	64.13	3.96
95th-Percentile Queue Length [veh/ln]	1.56	0.95	0.13	1.51	5.41	3.66	5.96	1.13	0.42	4.62	0.28
95th-Percentile Queue Length [ft/ln]	38.89	23.70	3.27	37.70	135.16	91.51	149.00	28.27	10.49	115.44	7.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.94	7.83	7.50	45.94	10.38	10.38	45.68	30.90	22.17	49.65	34.65	25.05
Movement LOS	D	A	A	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	19.97			13.76			32.75			34.74		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	26.52											
Intersection LOS	C											
Intersection V/C	0.359											

Emissions

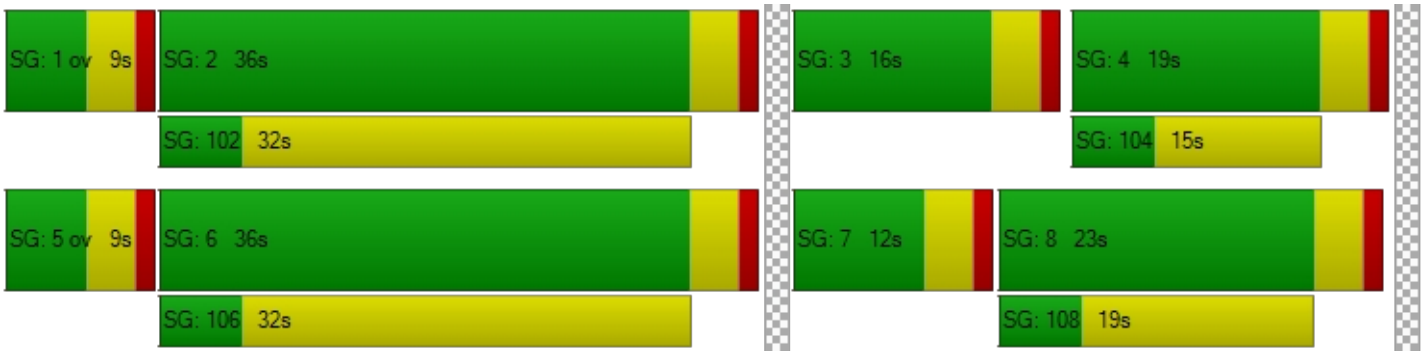
Vehicle Miles Traveled [mph]	11.90	22.23	3.13	18.99	180.45	8.64	35.81	4.27	2.24	71.47	2.74
Stops [stops/h]	38.89	23.70	3.27	37.70	135.16	91.51	298.00	28.27	10.49	230.88	7.12
Fuel consumption [US gal/h]	1.06	1.16	0.16	1.48	8.63	2.32	7.41	0.71	0.30	7.34	0.24
CO [g/h]	74.09	81.05	11.34	103.11	603.11	161.95	517.96	49.63	20.85	513.34	16.67
NOx [g/h]	14.42	15.77	2.21	20.06	117.34	31.51	100.78	9.66	4.06	99.88	3.24
VOC [g/h]	17.17	18.78	2.63	23.90	139.78	37.53	120.04	11.50	4.83	118.97	3.86

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.224	2.306	2.735	2.752
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	475	375
d_b, Bicycle Delay [s]	14.40	14.40	23.26	26.41
l_b,int, Bicycle LOS Score for Intersection	1.761	2.294	2.013	1.815
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.281

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	33	0	0	55	0	0	1
Total Hourly Volume [veh/h]	131	32	6	16	70	100	33	458	166	8	449	4
Peak Hour Factor	0.9167	0.9167	0.9167	0.7870	0.7870	0.7870	0.8687	0.8687	0.8687	0.9239	0.9239	0.9239
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	9	2	5	22	32	9	132	48	2	121	1
Total Analysis Volume [veh/h]	143	35	7	20	89	127	38	527	191	9	486	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	38	0	0	38	0	16	45	0	5	34	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	9	19	0	11	21	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	35	35	2	12	12	1	11	11
g / C, Green / Cycle	0.58	0.58	0.58	0.58	0.04	0.20	0.20	0.01	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.12	0.02	0.01	0.13	0.02	0.15	0.12	0.00	0.13	0.00
s, saturation flow rate [veh/h]	1184	1846	1386	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	684	1076	853	1003	73	732	327	27	639	285
d1, Uniform Delay [s]	9.36	5.34	6.77	5.97	28.21	22.35	21.65	29.26	23.49	20.39
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	0.07	0.05	0.49	5.58	1.35	1.66	7.07	1.90	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.04	0.02	0.22	0.52	0.72	0.58	0.33	0.76	0.01
d, Delay for Lane Group [s/veh]	10.05	5.41	6.82	6.46	33.79	23.70	23.32	36.33	25.39	20.41
Lane Group LOS	B	A	A	A	C	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.00	0.17	0.10	1.02	0.60	3.14	2.26	0.17	3.02	0.04
50th-Percentile Queue Length [ft/ln]	25.12	4.36	2.58	25.58	14.91	78.46	56.46	4.24	75.60	1.06
95th-Percentile Queue Length [veh/ln]	1.81	0.31	0.19	1.84	1.07	5.65	4.07	0.30	5.44	0.08
95th-Percentile Queue Length [ft/ln]	45.21	7.85	4.65	46.05	26.83	141.23	101.63	7.62	136.07	1.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.05	5.41	5.41	6.82	6.46	6.46	33.79	23.70	23.32	36.33	25.39	20.41
Movement LOS	B	A	A	A	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.00			6.49			24.11			25.55		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	20.39											
Intersection LOS	C											
Intersection V/C	0.281											

Emissions

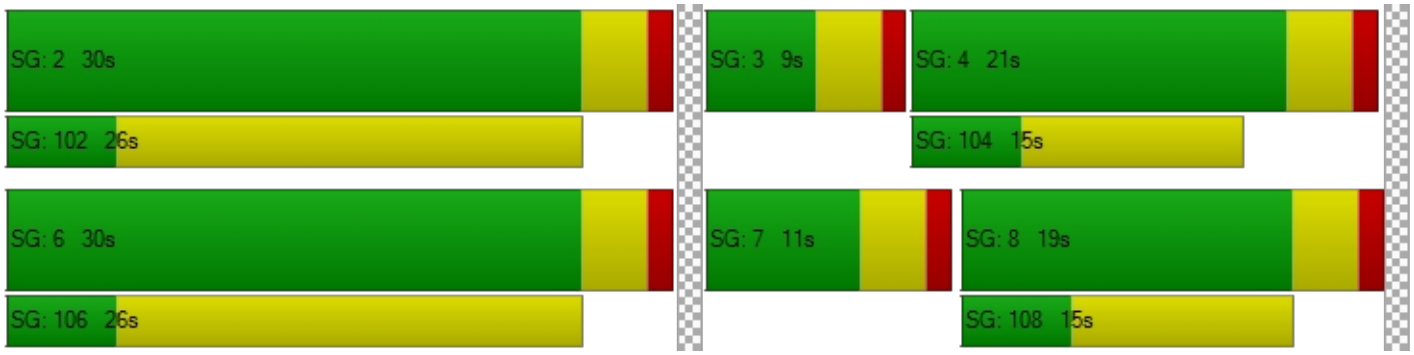
Vehicle Miles Traveled [mph]	49.11	14.42	4.83	52.20	4.45	61.72	22.37	0.74	39.83	0.33
Stops [stops/h]	60.28	10.47	6.19	61.40	35.78	376.62	135.50	10.17	362.86	2.54
Fuel consumption [US gal/h]	2.64	0.67	0.26	2.76	0.86	9.34	3.36	0.22	8.39	0.06
CO [g/h]	184.82	46.54	18.30	192.73	60.02	652.88	234.71	15.25	586.33	4.15
NOx [g/h]	35.96	9.05	3.56	37.50	11.68	127.03	45.67	2.97	114.08	0.81
VOC [g/h]	42.83	10.79	4.24	44.67	13.91	151.31	54.40	3.54	135.89	0.96

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.154	2.118	3.105	2.721
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	867	867	500	567
d_b, Bicycle Delay [s]	9.63	9.63	16.88	15.41
l_b,int, Bicycle LOS Score for Intersection	1.868	2.003	2.229	1.972
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0000	1.0000	1.0000	1.0300	1.0300	1.0000	1.0000	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	44	0	0	0	0	0	0	0	0	66
Total Hourly Volume [veh/h]	35	3	131	0	0	0	47	538	0	0	434	199
Peak Hour Factor	0.8655	0.8655	0.8655	1.0000	1.0000	1.0000	0.9008	0.9008	1.0000	1.0000	0.8591	0.8591
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	1	38	0	0	0	13	149	0	0	126	58
Total Analysis Volume [veh/h]	40	3	151	0	0	0	52	597	0	0	505	232
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	13	0	0	0	0	5	99	0	0	90	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	15	0	0	0	0	19	45	0	0	26	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33		3	19	12	12
g / C, Green / Cycle	0.55	0.55	0.55		0.05	0.31	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.09		0.01	0.17	0.14	0.14
s, saturation flow rate [veh/h]	1810	1822	1615		3514	3618	3618	1615
c, Capacity [veh/h]	999	1006	892		175	1138	716	320
d1, Uniform Delay [s]	6.09	6.09	6.64		27.49	16.89	22.43	22.54
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.04	0.41		0.93	0.38	1.29	3.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.02	0.17		0.30	0.52	0.71	0.73
d, Delay for Lane Group [s/veh]	6.13	6.13	7.05		28.42	17.26	23.72	25.68
Lane Group LOS	A	A	A		C	B	C	C
Critical Lane Group	No	No	Yes		No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.11	0.11	0.86		0.35	2.88	3.21	3.12
50th-Percentile Queue Length [ft/ln]	2.75	2.76	21.55		8.67	71.89	80.14	78.00
95th-Percentile Queue Length [veh/ln]	0.20	0.20	1.55		0.62	5.18	5.77	5.62
95th-Percentile Queue Length [ft/ln]	4.95	4.97	38.78		15.61	129.40	144.26	140.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.13	6.13	7.05	0.00	0.00	0.00	28.42	17.26	0.00	0.00	23.72	25.68
Movement LOS	A	A	A				C	B			C	C
d_A, Approach Delay [s/veh]	6.84			0.00			18.16			24.34		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	19.65											
Intersection LOS	B											
Intersection V/C	0.259											

Emissions

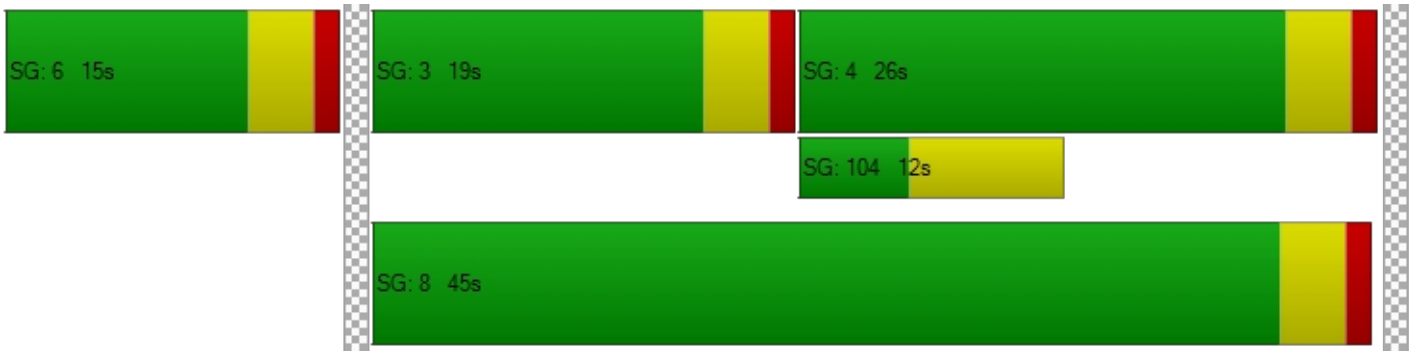
Vehicle Miles Traveled [mph]	1.95	1.96	13.72		7.47	85.81	59.14	27.17
Stops [stops/h]	6.60	6.63	51.71		41.63	345.06	384.68	187.21
Fuel consumption [US gal/h]	0.14	0.14	1.07		1.07	9.33	7.00	3.37
CO [g/h]	10.03	10.07	74.58		75.11	652.10	489.13	235.23
NOx [g/h]	1.95	1.96	14.51		14.61	126.87	95.17	45.77
VOC [g/h]	2.32	2.33	17.28		17.41	151.13	113.36	54.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0	
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00	
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.036	0.000	0.000	
Crosswalk LOS	F	B	F	F	
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000	
c_b, Capacity of the bicycle lane [bicycles/h]	367	0	1367	733	
d_b, Bicycle Delay [s]	20.01	30.00	3.01	12.03	
l_b,int, Bicycle LOS Score for Intersection	1.952	4.132	2.095	2.222	
Bicycle LOS	A	D	B	B	

Sequence

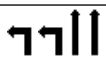
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	343	1	34	0	228	87	292	160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0300	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	9	0	0	23	0	0	0
Total Hourly Volume [veh/h]	0	0	0	353	1	26	0	235	67	301	165	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9087	0.9087	0.9087	1.0000	0.9128	0.9128	0.8958	0.8958	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	97	0	7	0	64	18	84	46	0
Total Analysis Volume [veh/h]	0	0	0	388	1	29	0	257	73	336	184	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	14	0	0	10	0	34	48	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		30	30	30	10	10	8	22
g / C, Green / Cycle		0.49	0.49	0.49	0.17	0.17	0.14	0.37
(v / s)_i Volume / Saturation Flow Rate		0.11	0.11	0.02	0.07	0.05	0.10	0.05
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		890	890	794	601	268	500	1356
d1, Uniform Delay [s]		8.68	8.68	7.89	22.46	21.85	24.41	12.35
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.56	0.56	0.09	0.48	0.54	1.58	0.05
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.22	0.22	0.04	0.43	0.27	0.67	0.14
d, Delay for Lane Group [s/veh]		9.24	9.24	7.97	22.95	22.40	25.99	12.40
Lane Group LOS		A	A	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		1.25	1.25	0.17	1.47	0.83	2.11	0.68
50th-Percentile Queue Length [ft/ln]		31.31	31.32	4.24	36.75	20.76	52.70	16.88
95th-Percentile Queue Length [veh/ln]		2.25	2.25	0.31	2.65	1.49	3.79	1.22
95th-Percentile Queue Length [ft/ln]		56.36	56.37	7.64	66.15	37.37	94.86	30.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.24	9.24	7.97	0.00	22.95	22.40	25.99	12.40	0.00
Movement LOS				A	A	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			9.16			22.82			21.18		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	17.65											
Intersection LOS	B											
Intersection V/C	0.274											

Emissions

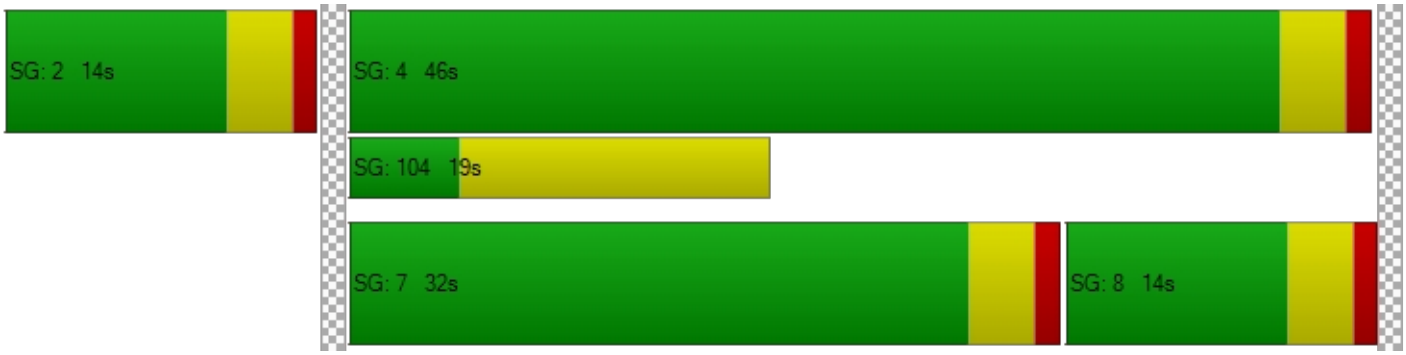
Vehicle Miles Traveled [mph]	13.04	13.04	1.94	29.26	8.31	48.29	26.45
Stops [stops/h]	75.15	75.16	10.19	176.39	49.83	252.95	81.03
Fuel consumption [US gal/h]	1.57	1.57	0.22	4.40	1.24	6.58	2.38
CO [g/h]	109.82	109.85	15.15	307.29	86.48	459.78	166.24
NOx [g/h]	21.37	21.37	2.95	59.79	16.83	89.46	32.34
VOC [g/h]	25.45	25.46	3.51	71.22	20.04	106.56	38.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.119	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	333	1400
d_b, Bicycle Delay [s]	30.00	20.83	20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.264	1.851	1.989
Bicycle LOS	D	B	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	28.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.302

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	70	162	30	50	277	34	51	352	105	64	327	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	9	0	0	27	0	0	9
Total Hourly Volume [veh/h]	72	167	23	52	285	26	53	363	81	66	337	25
Peak Hour Factor	0.7846	0.7846	0.7846	0.8624	0.8624	0.8624	0.8872	0.8872	0.8872	0.8643	0.8643	0.8643
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	53	7	15	83	8	15	102	23	19	97	7
Total Analysis Volume [veh/h]	92	213	29	60	330	30	60	409	91	76	390	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	26	0	8	26	0	36	53	0	7	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	30	0	12	30	0	12	26	0	12	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	44	44	4	43	43	4	12	12	4	12	12
g / C, Green / Cycle	0.07	0.55	0.55	0.05	0.53	0.53	0.05	0.15	0.15	0.05	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.05	0.06	0.07	0.03	0.10	0.10	0.03	0.11	0.06	0.04	0.11	0.02
s, saturation flow rate [veh/h]	1810	1900	1822	1810	1900	1845	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	119	1047	1004	85	1011	982	85	532	237	100	561	250
d1, Uniform Delay [s]	36.76	8.61	8.62	37.58	9.69	9.70	37.58	32.82	30.84	37.29	32.00	29.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.95	0.23	0.24	10.29	0.39	0.41	10.29	2.38	1.02	11.40	1.56	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.12	0.12	0.71	0.18	0.18	0.71	0.77	0.38	0.76	0.70	0.12
d, Delay for Lane Group [s/veh]	46.71	8.84	8.87	47.87	10.08	10.10	47.87	35.20	31.86	48.69	33.57	29.28
Lane Group LOS	D	A	A	D	B	B	D	D	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.00	0.90	0.88	1.34	1.48	1.45	1.34	3.73	1.55	1.70	3.45	0.46
50th-Percentile Queue Length [ft/ln]	49.92	22.54	22.10	33.40	36.98	36.37	33.40	93.18	38.80	42.47	86.20	11.59
95th-Percentile Queue Length [veh/ln]	3.59	1.62	1.59	2.40	2.66	2.62	2.40	6.71	2.79	3.06	6.21	0.83
95th-Percentile Queue Length [ft/ln]	89.86	40.57	39.78	60.12	66.56	65.46	60.12	167.73	69.85	76.45	155.16	20.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.71	8.85	8.87	47.87	10.09	10.10	47.87	35.20	31.86	48.69	33.57	29.28
Movement LOS	D	A	A	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	19.28			15.49			36.02			35.64		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	28.06											
Intersection LOS	C											
Intersection V/C	0.302											

Emissions

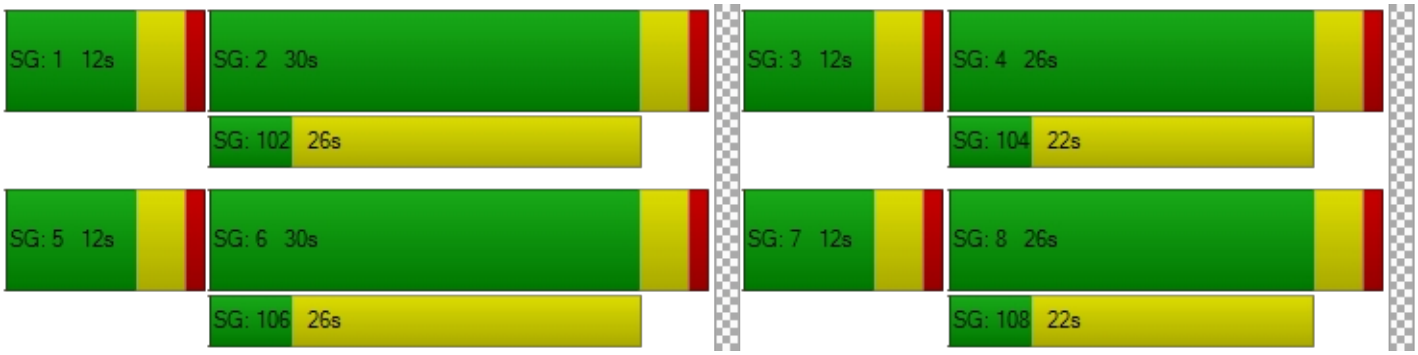
Vehicle Miles Traveled [mph]	46.10	61.36	59.90	30.03	91.00	89.20	30.22	205.97	45.83	12.64	64.84	4.82
Stops [stops/h]	89.86	40.57	39.78	60.12	66.56	65.46	60.12	335.45	69.85	76.45	310.31	20.86
Fuel consumption [US gal/h]	3.57	2.83	2.76	2.36	4.32	4.24	2.37	14.16	3.03	2.14	8.74	0.60
CO [g/h]	249.68	197.69	193.19	165.07	301.94	296.23	165.51	989.85	211.75	149.35	611.27	41.76
NOx [g/h]	48.58	38.46	37.59	32.12	58.75	57.64	32.20	192.59	41.20	29.06	118.93	8.12
VOC [g/h]	57.87	45.82	44.77	38.26	69.98	68.66	38.36	229.41	49.07	34.61	141.67	9.68

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.560	2.525	2.757	2.708
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	550
d_b, Bicycle Delay [s]	18.23	18.23	21.03	21.03
l_b,int, Bicycle LOS Score for Intersection	1.842	1.914	2.044	1.975
Bicycle LOS	A	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	29.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	153	644	137	192	794	31	23	264	188	131	230	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	8	0	0	49	0	0	25
Total Hourly Volume [veh/h]	158	663	103	198	818	24	24	272	145	135	237	74
Peak Hour Factor	0.9266	0.9266	0.9266	0.9141	0.9141	0.9141	0.9141	0.9141	0.9141	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	179	28	54	224	7	7	74	40	35	62	19
Total Analysis Volume [veh/h]	171	716	111	217	895	26	26	298	159	141	248	77
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	34	26	0	40	32	0	5	42	0	5	33	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	18	32	0	12	26	0	16	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	36	36	13	39	39	2	17	17	9	23	23
g / C, Green / Cycle	0.11	0.40	0.40	0.14	0.43	0.43	0.03	0.18	0.18	0.10	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.20	0.07	0.12	0.25	0.02	0.01	0.16	0.10	0.08	0.07	0.05
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	3618	1615
c, Capacity [veh/h]	206	1452	648	253	1545	690	52	349	297	176	914	408
d1, Uniform Delay [s]	39.00	20.11	17.32	37.83	19.63	15.01	43.09	35.55	33.25	39.77	26.99	26.40
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.20	1.20	0.57	8.18	1.59	0.10	7.42	5.94	1.50	8.21	0.16	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.49	0.17	0.86	0.58	0.04	0.50	0.85	0.54	0.80	0.27	0.19
d, Delay for Lane Group [s/veh]	47.21	21.31	17.90	46.01	21.22	15.12	50.51	41.50	34.75	47.98	27.15	26.62
Lane Group LOS	D	C	B	D	C	B	D	D	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.98	5.32	1.46	5.00	6.72	0.30	0.65	6.53	3.10	3.41	2.12	1.30
50th-Percentile Queue Length [ft/ln]	99.52	133.05	36.49	124.97	168.11	7.58	16.34	163.28	77.38	85.32	53.08	32.56
95th-Percentile Queue Length [veh/ln]	7.17	9.11	2.63	8.67	10.98	0.55	1.18	10.72	5.57	6.14	3.82	2.34
95th-Percentile Queue Length [ft/ln]	179.13	227.63	65.69	216.64	274.43	13.65	29.41	268.06	139.28	153.58	95.54	58.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.21	21.31	17.90	46.01	21.22	15.12	50.51	41.50	34.75	47.98	27.15	26.62
Movement LOS	D	C	B	D	C	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	25.37			25.81			39.76			33.36		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	28.99											
Intersection LOS	C											
Intersection V/C	0.577											

Emissions

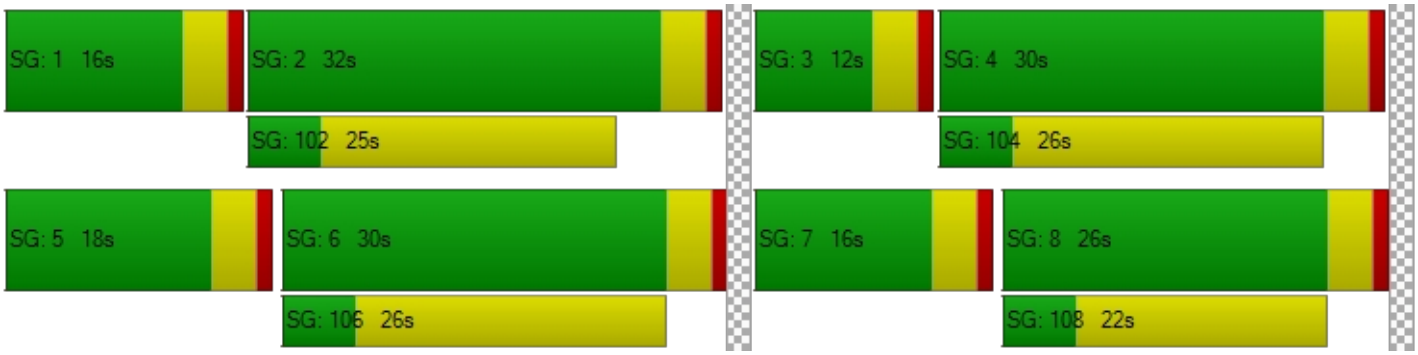
Vehicle Miles Traveled [mph]	8.66	36.26	5.62	95.49	393.86	11.44	2.55	29.21	15.59	71.01	124.89	38.78
Stops [stops/h]	159.23	425.75	58.39	199.96	537.96	12.13	26.14	261.25	123.81	136.52	169.84	52.09
Fuel consumption [US gal/h]	3.92	9.64	1.32	7.79	24.05	0.62	0.68	6.77	3.20	5.05	7.45	2.30
CO [g/h]	273.95	673.98	92.47	544.60	1681.40	43.55	47.51	472.94	223.54	353.27	520.74	160.86
NOx [g/h]	53.30	131.13	17.99	105.96	327.14	8.47	9.24	92.02	43.49	68.73	101.32	31.30
VOC [g/h]	63.49	156.20	21.43	126.22	389.68	10.09	11.01	109.61	51.81	81.87	120.69	37.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.058	2.951	2.659	2.677
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	622	489	578
d_b, Bicycle Delay [s]	22.76	21.36	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	2.411	2.505	2.437	1.965
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Barrett Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Barrett Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	26	17	20	339	231	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	18	21	349	238	14
Peak Hour Factor	0.8077	0.8077	0.8800	0.8800	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	6	6	99	72	4
Total Analysis Volume [veh/h]	33	22	24	397	288	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.34	9.91	7.87	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.09	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.06	2.25	1.01	1.01	0.00	0.00
d_A, Approach Delay [s/veh]	13.16		0.45		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.17					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	170.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	41	59	138	82	0	1	172	1	101	79	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	61	142	84	0	1	177	1	104	81	67
Peak Hour Factor	0.9950	0.9950	0.9950	0.7801	0.7801	0.7801	0.8788	0.8788	0.8788	0.8652	0.8652	0.8652
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	15	46	27	0	0	50	0	30	23	19
Total Analysis Volume [veh/h]	0	42	61	182	108	0	1	201	1	120	94	77
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	648	553	599	655	682
Degree of Utilization, x	0.16	0.33	0.18	0.31	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.56	1.43	0.65	1.32	2.14
95th-Percentile Queue Length [ft]	14.04	35.75	16.33	32.90	53.53
Approach Delay [s/veh]	9.60	11.51		10.94	12.16
Approach LOS	A	B		B	B
Intersection Delay [s/veh]	11.37				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	90	2	170	118	4	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	2	175	122	4	78
Peak Hour Factor	0.8214	0.8214	0.8944	0.8944	0.7950	0.7950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	1	49	34	1	25
Total Analysis Volume [veh/h]	113	2	196	136	5	98
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.13	0.00	0.01	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	15.05	9.35
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.37	0.37	0.40	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	9.15	9.15	9.90	9.90
d_A, Approach Delay [s/veh]	0.00		4.53		9.63	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	39	189	37	81	247	77	50	146	59	13	101	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	195	37	83	254	79	52	150	61	13	104	52
Peak Hour Factor	0.8588	0.8588	0.8588	0.8821	0.8821	0.8821	0.8231	0.8231	0.8231	0.8039	0.8039	0.8039
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	57	11	24	72	22	16	46	19	4	32	16
Total Analysis Volume [veh/h]	47	227	43	94	288	90	63	182	74	16	129	65
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	481	514	531	494	530	557	506	556	488	521	574
Degree of Utilization, x	0.10	0.26	0.25	0.19	0.36	0.34	0.12	0.46	0.03	0.25	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	1.05	1.00	0.70	1.60	1.50	0.42	2.40	0.10	0.97	0.38
95th-Percentile Queue Length [ft]	8.08	26.13	25.09	17.38	40.10	37.38	10.59	60.06	2.54	24.23	9.52
Approach Delay [s/veh]	11.83			12.61			13.83		11.11		
Approach LOS	B			B			B		B		
Intersection Delay [s/veh]	12.48										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	2	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	55	804	189	48	941	29	45	25	54	207	15	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	49	0	0	8	0	0	14	0	0	11
Total Hourly Volume [veh/h]	57	828	146	49	969	22	46	26	42	213	15	31
Peak Hour Factor	0.9319	0.9319	0.9319	0.8802	0.8802	0.8802	0.8576	0.8576	0.8576	0.8506	0.8506	0.8506
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	222	39	14	275	6	13	8	12	63	4	9
Total Analysis Volume [veh/h]	61	888	157	56	1101	25	54	30	49	250	18	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	37	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	0	16	0	0	14	0	0	36	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	45	45	37	37	37	9	13	13	13
g / C, Green / Cycle	0.05	0.56	0.56	0.47	0.47	0.47	0.12	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.03	0.19	0.19	0.10	0.21	0.02	0.08	0.14	0.01	0.02
s, saturation flow rate [veh/h]	1810	3618	1758	548	5176	1615	1751	1810	1900	1615
c, Capacity [veh/h]	85	2041	992	270	2418	754	208	303	318	270
d1, Uniform Delay [s]	37.60	9.43	9.44	20.15	14.43	11.54	33.63	32.18	28.00	28.37
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.70	0.46	0.96	1.74	0.62	0.08	3.28	5.67	0.07	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.34	0.35	0.21	0.46	0.03	0.64	0.83	0.06	0.13
d, Delay for Lane Group [s/veh]	48.29	9.89	10.40	21.89	15.05	11.62	36.91	37.85	28.07	28.59
Lane Group LOS	D	A	B	C	B	B	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.41	3.09	3.16	0.84	3.99	0.23	2.63	5.08	0.29	0.60
50th-Percentile Queue Length [ft/ln]	35.20	77.28	78.90	20.98	99.76	5.67	65.65	126.89	7.36	15.01
95th-Percentile Queue Length [veh/ln]	2.53	5.56	5.68	1.51	7.18	0.41	4.73	8.77	0.53	1.08
95th-Percentile Queue Length [ft/ln]	63.36	139.11	142.02	37.76	179.57	10.21	118.16	219.26	13.26	27.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.29	10.00	10.40	21.89	15.05	11.62	36.91	36.91	36.91	37.85	28.07	28.59
Movement LOS	D	A	B	C	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	12.17			15.30			36.91			36.18		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.41											
Intersection LOS	B											
Intersection V/C	0.461											

Emissions

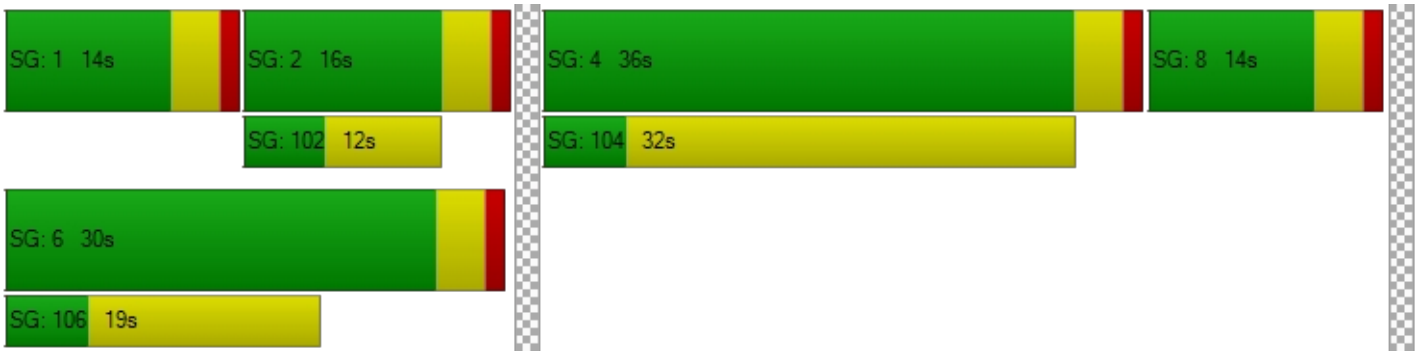
Vehicle Miles Traveled [mph]	30.20	347.66	169.68	5.28	103.87	2.36	10.61	126.41	9.10	18.20
Stops [stops/h]	63.36	278.21	142.02	37.76	538.72	10.21	118.16	228.41	13.26	27.01
Fuel consumption [US gal/h]	2.19	17.26	8.50	0.90	13.63	0.27	1.93	8.49	0.56	1.13
CO [g/h]	153.27	1206.67	593.80	62.91	952.75	18.66	134.85	593.19	39.35	79.10
NOx [g/h]	29.82	234.77	115.53	12.24	185.37	3.63	26.24	115.41	7.66	15.39
VOC [g/h]	35.52	279.66	137.62	14.58	220.81	4.32	31.25	137.48	9.12	18.33

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.131	1.836	2.345
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	300	250	800
d_b, Bicycle Delay [s]	18.23	28.90	30.63	14.40
l_b,int, Bicycle LOS Score for Intersection	2.195	2.214	1.802	2.079
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	38	0	0	15	0	0	4	0	0	10
Total Hourly Volume [veh/h]	37	108	114	42	55	45	46	571	10	163	559	31
Peak Hour Factor	0.8780	0.8780	0.8780	0.8608	0.8608	0.8608	0.8955	0.8955	0.8955	0.7629	0.7629	0.7629
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	31	32	12	16	13	13	159	3	53	183	10
Total Analysis Volume [veh/h]	42	123	130	49	64	52	51	638	11	214	733	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	28	0	5	28	0	18	32	0	19	33	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	21	0	20	32	0	16	20	0	19	23	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	33	3	33	33	3	16	16	11	24	24
g / C, Green / Cycle	0.04	0.41	0.04	0.42	0.42	0.04	0.20	0.20	0.14	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.03	0.03	0.03	0.03	0.18	0.01	0.12	0.20	0.03
s, saturation flow rate [veh/h]	1810	1742	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	69	717	77	791	672	78	739	330	255	1093	488
d1, Uniform Delay [s]	37.89	16.19	37.68	14.10	14.08	37.68	30.75	25.50	33.46	24.42	19.98
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.38	1.36	8.30	0.20	0.22	8.83	3.16	0.04	7.16	0.72	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.35	0.63	0.08	0.08	0.65	0.86	0.03	0.84	0.67	0.08
d, Delay for Lane Group [s/veh]	46.27	17.55	45.98	14.30	14.30	46.50	33.90	25.54	40.62	25.14	20.05
Lane Group LOS	D	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.97	3.35	1.12	0.73	0.60	1.10	5.61	0.16	4.16	5.38	0.49
50th-Percentile Queue Length [ft/ln]	24.14	83.72	27.91	18.17	14.89	27.42	140.36	3.88	104.12	134.59	12.32
95th-Percentile Queue Length [veh/ln]	1.74	6.03	2.01	1.31	1.07	1.97	9.50	0.28	7.50	9.19	0.89
95th-Percentile Queue Length [ft/ln]	43.45	150.70	50.24	32.70	26.81	49.36	237.51	6.98	187.42	229.73	22.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.27	17.55	17.55	45.98	14.30	14.30	46.50	33.90	25.54	40.62	25.14	20.05
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	21.64			23.71			34.69			28.28		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.11											
Intersection LOS	C											
Intersection V/C	0.467											

Emissions

Vehicle Miles Traveled [mph]	5.89	35.49	6.82	8.91	7.24	25.52	319.28	5.50	55.90	191.48	10.71
Stops [stops/h]	43.45	150.70	50.24	32.70	26.81	49.36	505.30	6.98	187.42	484.54	22.17
Fuel consumption [US gal/h]	0.83	3.08	0.96	0.71	0.58	2.25	24.47	0.37	7.12	19.16	0.94
CO [g/h]	57.81	215.13	66.96	49.79	40.52	157.51	1710.30	25.92	497.71	1338.99	65.52
NOx [g/h]	11.25	41.86	13.03	9.69	7.88	30.65	332.76	5.04	96.84	260.52	12.75
VOC [g/h]	13.40	49.86	15.52	11.54	9.39	36.50	396.38	6.01	115.35	310.32	15.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.159	2.230	2.915	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	425	700	400	475
d_b, Bicycle Delay [s]	24.81	16.90	25.60	23.26
l_b,int, Bicycle LOS Score for Intersection	2.109	1.857	2.140	2.383
Bicycle LOS	B	A	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	104	233	129	20	246	55	56	632	107	129	565	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	14	0	0	28	0	0	7
Total Hourly Volume [veh/h]	107	240	100	21	253	43	58	651	82	133	582	21
Peak Hour Factor	0.8158	0.8158	0.8158	0.9249	0.9249	0.9249	0.9147	0.9147	0.9147	0.8738	0.8738	0.8738
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	74	31	6	68	12	16	178	22	38	167	6
Total Analysis Volume [veh/h]	131	294	123	23	274	46	63	712	90	152	666	24
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	44	46	0	10	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	20	26	0	18	24	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	34	4	17	17	8	21	21
g / C, Green / Cycle	0.48	0.48	0.48	0.48	0.05	0.24	0.24	0.11	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.12	0.15	0.08	0.19	0.03	0.20	0.06	0.08	0.18	0.01
s, saturation flow rate [veh/h]	1076	1900	1615	1807	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	453	913	776	923	96	870	388	195	1066	476
d1, Uniform Delay [s]	13.70	11.17	10.22	11.59	32.50	25.14	21.39	30.43	21.33	17.67
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.60	0.93	0.44	1.15	7.29	1.97	0.30	6.66	0.60	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.32	0.16	0.37	0.65	0.82	0.23	0.78	0.62	0.05
d, Delay for Lane Group [s/veh]	15.31	12.11	10.66	12.73	39.80	27.11	21.69	37.09	21.94	17.71
Lane Group LOS	B	B	B	B	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.46	2.51	0.96	3.04	1.18	5.31	1.12	2.69	4.32	0.26
50th-Percentile Queue Length [ft/ln]	36.62	62.66	24.07	76.00	29.52	132.64	28.06	67.18	107.92	6.45
95th-Percentile Queue Length [veh/ln]	2.64	4.51	1.73	5.47	2.13	9.08	2.02	4.84	7.72	0.46
95th-Percentile Queue Length [ft/ln]	65.92	112.79	43.33	136.80	53.13	227.08	50.50	120.92	193.11	11.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.31	12.11	10.66	12.73	12.73	12.73	39.80	27.11	21.69	37.09	21.94	17.71
Movement LOS	B	B	B	B	B	B	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	12.55			12.73			27.47			24.55		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	21.43											
Intersection LOS	C											
Intersection V/C	0.471											

Emissions

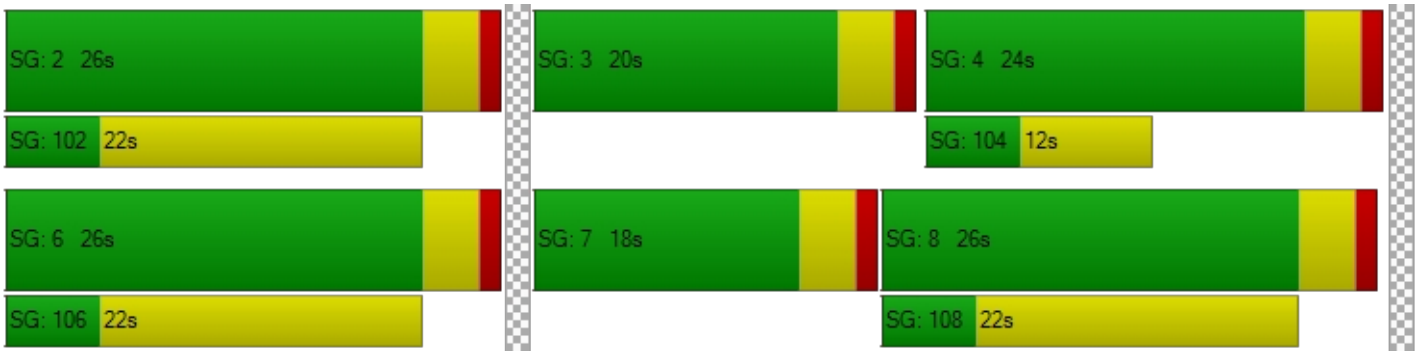
Vehicle Miles Traveled [mph]	49.50	111.08	46.47	172.33	31.87	360.21	45.53	76.07	333.29	12.01
Stops [stops/h]	75.34	128.90	49.52	156.34	60.72	545.72	57.72	138.20	444.02	13.27
Fuel consumption [US gal/h]	3.04	6.13	2.48	8.74	2.25	22.19	2.60	5.23	19.27	0.65
CO [g/h]	212.60	428.82	173.04	610.92	157.16	1551.23	181.40	365.54	1347.25	45.23
NOx [g/h]	41.36	83.43	33.67	118.86	30.58	301.81	35.29	71.12	262.13	8.80
VOC [g/h]	49.27	99.38	40.10	141.59	36.42	359.51	42.04	84.72	312.24	10.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.665	2.268	3.047	2.861
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	571
d_b, Bicycle Delay [s]	16.46	16.46	16.46	17.86
l_b,int, Bicycle LOS Score for Intersection	2.518	2.149	2.296	2.260
Bicycle LOS	B	B	B	B

Sequence

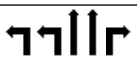
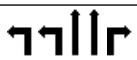
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	31	0	0	57	0	0	43	0	0	47
Total Hourly Volume [veh/h]	138	489	93	233	565	170	297	571	127	213	465	139
Peak Hour Factor	0.9406	0.9406	0.9406	0.9342	0.9342	0.9342	0.8402	0.8402	0.8402	0.8991	0.8991	0.8991
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	130	25	62	151	45	88	170	38	59	129	39
Total Analysis Volume [veh/h]	147	520	99	249	605	182	354	680	151	237	517	155
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	33	0	12	32	0	20	48	0	11	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	35	0	16	36	0	16	42	0	17	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	51	51	10	50	50	12	24	24	10	21	21
g / C, Green / Cycle	0.10	0.46	0.46	0.09	0.45	0.45	0.11	0.22	0.22	0.09	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.08	0.14	0.06	0.07	0.17	0.06	0.10	0.19	0.09	0.07	0.14	0.10
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	176	1667	744	314	1639	1295	383	788	352	304	707	316
d1, Uniform Delay [s]	48.81	18.68	17.04	49.10	19.76	17.57	48.54	41.43	37.11	49.21	41.55	39.39
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.89	0.49	0.37	4.54	0.64	0.23	9.57	2.96	0.83	4.32	1.48	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.31	0.13	0.79	0.37	0.14	0.92	0.86	0.43	0.78	0.73	0.49
d, Delay for Lane Group [s/veh]	64.70	19.16	17.41	53.64	20.40	17.80	58.12	44.39	37.94	53.53	43.03	40.57
Lane Group LOS	E	B	B	D	C	B	E	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.62	4.03	1.44	3.45	4.92	1.32	5.21	8.94	3.51	3.31	6.56	3.75
50th-Percentile Queue Length [ft/ln]	115.47	100.71	35.91	86.24	122.92	32.93	130.27	223.39	87.67	82.64	163.94	93.73
95th-Percentile Queue Length [veh/ln]	8.14	7.25	2.59	6.21	8.55	2.37	8.95	13.84	6.31	5.95	10.76	6.75
95th-Percentile Queue Length [ft/ln]	203.59	181.28	64.65	155.23	213.83	59.28	223.86	345.94	157.81	148.75	268.93	168.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.70	19.16	17.41	53.64	20.40	17.80	58.12	44.39	37.94	53.53	43.03	40.57
Movement LOS	E	B	B	D	C	B	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	27.67			27.93			47.67			45.35		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	37.95											
Intersection LOS	D											
Intersection V/C	0.504											

Emissions

Vehicle Miles Traveled [mph]	55.34	195.77	37.27	123.27	299.51	90.10	78.85	151.46	33.63	119.90	261.55	78.42
Stops [stops/h]	151.16	263.69	47.01	225.78	321.82	86.22	341.08	584.87	114.77	216.37	429.23	122.70
Fuel consumption [US gal/h]	5.71	12.02	2.21	9.75	16.78	4.82	10.36	17.31	3.50	9.00	18.11	5.29
CO [g/h]	399.24	839.98	154.67	681.56	1172.88	336.90	724.25	1210.15	244.51	629.22	1266.03	370.04
NOx [g/h]	77.68	163.43	30.09	132.61	228.20	65.55	140.91	235.45	47.57	122.42	246.32	72.00
VOC [g/h]	92.53	194.67	35.85	157.96	271.83	78.08	167.85	280.46	56.67	145.83	293.41	85.76

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.955	3.294	3.144	3.046
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	564	582	691	709
d_b, Bicycle Delay [s]	28.37	27.65	23.56	22.91
l_b,int, Bicycle LOS Score for Intersection	2.217	2.461	2.573	2.348
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	196	0	1091	946	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0300	1.0000	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	202	0	1124	974	35
Peak Hour Factor	1.0000	0.8099	1.0000	0.9633	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	62	0	292	266	10
Total Analysis Volume [veh/h]	0	249	0	1167	1065	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.60	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	26.07	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	3.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	95.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.07		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.58					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.356

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	63	4	409	0	0	0	54	686	0	0	750	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0000	1.0000	1.0000	1.0300	1.0300	1.0000	1.0000	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	105	0	0	0	0	0	0	0	0	99
Total Hourly Volume [veh/h]	65	4	316	0	0	0	56	707	0	0	773	295
Peak Hour Factor	0.9006	0.9006	0.9006	1.0000	1.0000	1.0000	0.8783	0.8783	1.0000	1.0000	0.9261	0.9261
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	1	88	0	0	0	16	201	0	0	209	80
Total Analysis Volume [veh/h]	72	4	351	0	0	0	64	805	0	0	835	319
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	24	0	0	0	0	5	48	0	0	39	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	20	46	0	0	26	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28		3	24	16	16
g / C, Green / Cycle	0.47	0.47		0.06	0.39	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.04	0.12		0.04	0.22	0.16	0.20
s, saturation flow rate [veh/h]	1814	2859		1810	3618	5176	1615
c, Capacity [veh/h]	857	1350		102	1427	1404	438
d1, Uniform Delay [s]	8.72	9.52		27.70	14.15	18.99	19.85
k, delay calibration	0.50	0.50		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.47		6.22	0.35	0.41	2.33
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.26		0.63	0.56	0.59	0.73
d, Delay for Lane Group [s/veh]	8.92	9.99		33.91	14.51	19.40	22.18
Lane Group LOS	A	A		C	B	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.48	1.18		1.00	3.57	2.98	3.78
50th-Percentile Queue Length [ft/ln]	12.01	29.42		24.97	89.37	74.38	94.60
95th-Percentile Queue Length [veh/ln]	0.86	2.12		1.80	6.43	5.36	6.81
95th-Percentile Queue Length [ft/ln]	21.62	52.95		44.95	160.87	133.88	170.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.92	8.92	9.99	0.00	0.00	0.00	33.91	14.51	0.00	0.00	19.40	22.18
Movement LOS	A	A	A				C	B			B	C
d_A, Approach Delay [s/veh]	9.80			0.00			15.94			20.17		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	16.86											
Intersection LOS	B											
Intersection V/C	0.356											

Emissions

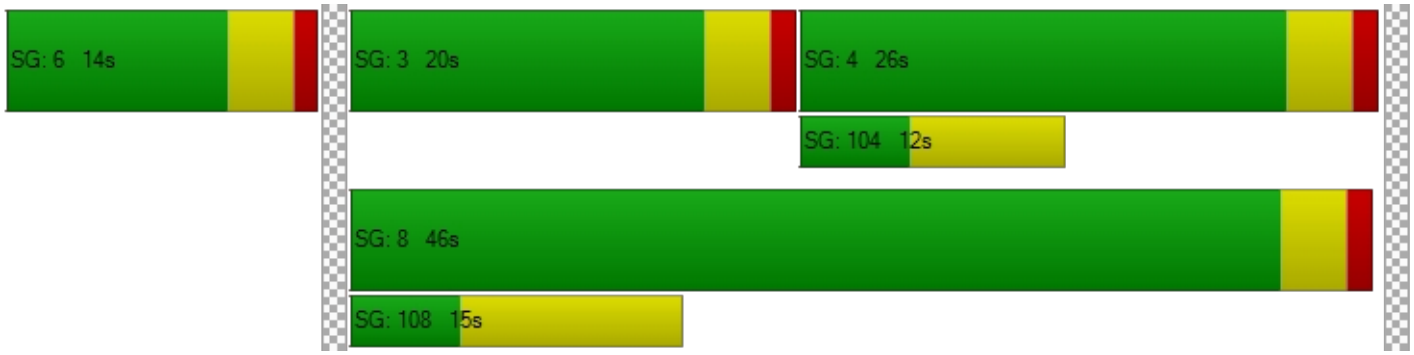
Vehicle Miles Traveled [mph]	13.21	61.01		5.30	66.69	45.89	17.53
Stops [stops/h]	28.82	141.20		59.93	428.98	535.54	227.05
Fuel consumption [US gal/h]	0.89	4.29		1.22	8.98	10.20	4.30
CO [g/h]	62.52	299.61		85.30	627.69	713.05	300.45
NOx [g/h]	12.16	58.29		16.60	122.13	138.73	58.46
VOC [g/h]	14.49	69.44		19.77	145.47	165.26	69.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.301	1.932	0.000	0.000
Crosswalk LOS	B	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0	1400	733
d_b, Bicycle Delay [s]	20.83	30.00	2.70	12.03
l_b,int, Bicycle LOS Score for Intersection	2.437	4.132	2.277	2.249
Bicycle LOS	B	D	B	B

Sequence

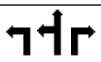
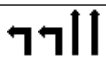
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	18.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0300	1.0300	1.0300	1.0000	1.0300	1.0300	1.0300	1.0300	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	21	0	0	20	0	0	0
Total Hourly Volume [veh/h]	0	0	0	502	1	64	0	280	59	501	345	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8912	0.8912	0.8912	1.0000	0.7591	0.7591	0.8880	0.8880	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	141	0	18	0	92	19	141	97	0
Total Analysis Volume [veh/h]	0	0	0	563	1	72	0	369	78	564	389	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	13	0	0	15	0	30	49	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	28	0	18	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	25	10	10	13	27
g / C, Green / Cycle		0.42	0.42	0.42	0.17	0.17	0.21	0.45
(v / s)_i Volume / Saturation Flow Rate		0.16	0.16	0.04	0.12	0.12	0.16	0.11
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1790	3514	3618
c, Capacity [veh/h]		758	758	677	324	306	739	1620
d1, Uniform Delay [s]		12.00	12.00	10.60	23.38	23.57	22.29	10.25
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.40	1.40	0.32	2.60	3.37	1.67	0.08
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.37	0.37	0.11	0.69	0.73	0.76	0.24
d, Delay for Lane Group [s/veh]		13.40	13.40	10.92	25.98	26.94	23.96	10.33
Lane Group LOS		B	B	B	C	C	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		2.41	2.41	0.54	2.90	2.97	3.47	1.30
50th-Percentile Queue Length [ft/ln]		60.17	60.18	13.40	72.39	74.22	86.80	32.52
95th-Percentile Queue Length [veh/ln]		4.33	4.33	0.96	5.21	5.34	6.25	2.34
95th-Percentile Queue Length [ft/ln]		108.31	108.32	24.12	130.30	133.59	156.24	58.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.40	13.40	10.92	0.00	26.36	26.94	23.96	10.33	0.00
Movement LOS				B	B	B		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			13.12			26.46			18.39		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	18.52											
Intersection LOS	B											
Intersection V/C	0.441											

Emissions

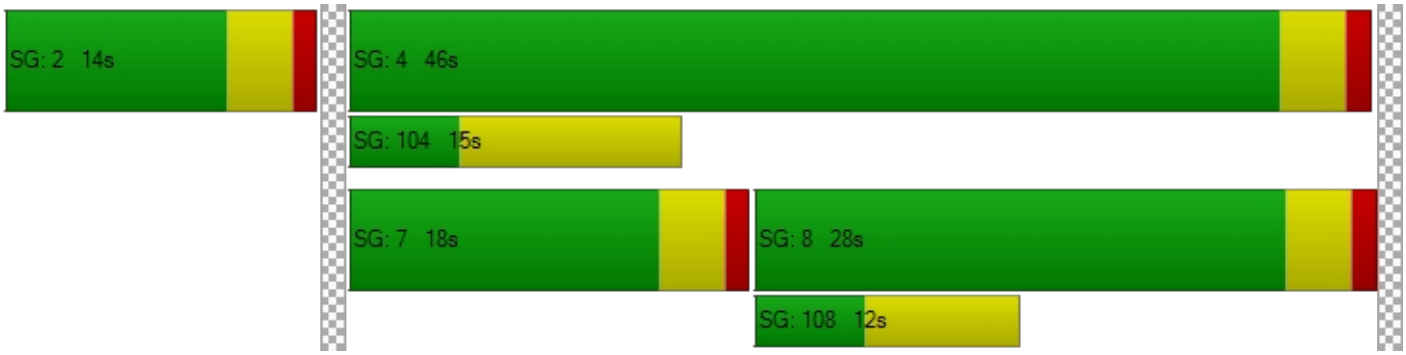
Vehicle Miles Traveled [mph]		24.38	24.39	6.23	59.23	59.23	46.73	32.23
Stops [stops/h]		144.41	144.43	32.16	173.73	178.13	416.63	156.09
Fuel consumption [US gal/h]		3.06	3.06	0.70	5.01	5.10	8.52	3.51
CO [g/h]		213.96	213.99	48.86	350.22	356.28	595.30	245.04
NOx [g/h]		41.63	41.63	9.51	68.14	69.32	115.82	47.67
VOC [g/h]		49.59	49.59	11.32	81.17	82.57	137.97	56.79

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.019	2.235	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	800	1400
d_b, Bicycle Delay [s]	30.00	20.83	10.80	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.644	1.945	2.346
Bicycle LOS	D	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	422	9	33	392	25	32	16	44	5	13	25
Peak Hour Factor	0.7862	0.7862	0.7862	0.7814	0.7814	0.7814	0.7336	0.7336	0.7336	0.7685	0.7685	0.7685
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	134	3	11	125	8	11	5	15	2	4	8
Total Analysis Volume [veh/h]	50	537	11	42	502	32	44	22	60	7	17	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	568	616	620	565	613	623	548	544
Degree of Utilization, x	0.09	0.44	0.44	0.07	0.44	0.43	0.23	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.29	2.28	2.26	0.24	2.20	2.15	0.88	0.35
95th-Percentile Queue Length [ft]	7.22	57.00	56.55	6.00	55.01	53.74	22.04	8.72
Approach Delay [s/veh]	12.80			12.65			11.53	10.38
Approach LOS	B			B			B	B
Intersection Delay [s/veh]	12.52							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	724	68	88	781	53	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	18	0	0	0	17
Total Hourly Volume [veh/h]	746	52	91	804	55	49
Peak Hour Factor	0.8868	0.8868	0.9123	0.9123	0.7565	0.7565
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	210	15	25	220	18	16
Total Analysis Volume [veh/h]	841	59	100	881	73	65
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	52	0	34	90	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	15	34	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	4	47	5	5
g / C, Green / Cycle	0.65	0.65	0.07	0.79	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.24	0.24	0.06	0.24	0.04	0.04
s, saturation flow rate [veh/h]	1900	1857	1810	3618	1810	1615
c, Capacity [veh/h]	1235	1207	132	2856	140	125
d1, Uniform Delay [s]	4.81	4.85	27.31	1.76	26.62	26.61
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.83	0.88	8.68	0.28	3.00	3.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.37	0.76	0.31	0.52	0.52
d, Delay for Lane Group [s/veh]	5.65	5.73	35.98	2.04	29.62	29.95
Lane Group LOS	A	A	D	A	C	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.61	1.63	1.58	0.11	1.09	0.98
50th-Percentile Queue Length [ft/ln]	40.21	40.71	39.41	2.79	27.14	24.46
95th-Percentile Queue Length [veh/ln]	2.89	2.93	2.84	0.20	1.95	1.76
95th-Percentile Queue Length [ft/ln]	72.37	73.28	70.93	5.01	48.85	44.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.69	5.73	35.98	2.04	29.62	29.95
Movement LOS	A	A	D	A	C	C
d_A, Approach Delay [s/veh]	5.69		5.50		29.77	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.24					
Intersection LOS	A					
Intersection V/C	0.338					

Emissions

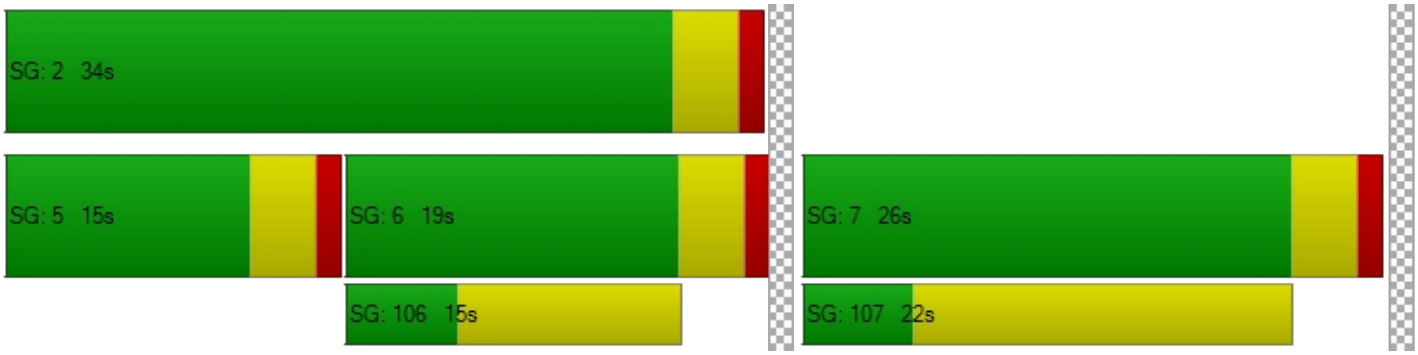
Vehicle Miles Traveled [mph]	195.38	195.38	37.65	331.67	36.64	32.63
Stops [stops/h]	96.50	97.70	94.57	13.37	65.13	58.71
Fuel consumption [US gal/h]	8.41	8.44	3.20	11.90	2.34	2.09
CO [g/h]	588.16	589.75	223.58	831.87	163.40	146.00
NOx [g/h]	114.43	114.74	43.50	161.85	31.79	28.41
VOC [g/h]	136.31	136.68	51.82	192.79	37.87	33.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	
d_p, Pedestrian Delay [s]	0.00	21.68	21.68	
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.837	2.035	
Crosswalk LOS	F	C	B	
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	
c_b, Capacity of the bicycle lane [bicycles/h]	500	1000	733	
d_b, Bicycle Delay [s]	16.88	7.50	12.03	
I_b,int, Bicycle LOS Score for Intersection	2.317	2.369	1.560	
Bicycle LOS	B	B	A	

Sequence

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



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	66	519	5	69	513	196	110	58	79	3	82	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	51	0	0	20	0	0	26
Total Hourly Volume [veh/h]	68	535	4	71	528	151	113	60	61	3	84	78
Peak Hour Factor	0.8932	0.8932	0.8932	0.8568	0.8568	0.8568	0.8129	0.8129	0.8129	0.7283	0.7283	0.7283
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	150	1	21	154	44	35	18	19	1	29	27
Total Analysis Volume [veh/h]	76	599	4	83	616	176	139	74	75	4	115	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	20	0	7	22	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	23	0	12	26	0	15	30	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	42	42	5	42	42	8	17	17	0	10	10
g / C, Green / Cycle	0.05	0.52	0.52	0.06	0.52	0.52	0.10	0.22	0.22	0.01	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.17	0.00	0.05	0.17	0.11	0.08	0.04	0.05	0.00	0.06	0.07
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	98	1874	837	108	1894	845	175	410	349	11	239	203
d1, Uniform Delay [s]	37.35	11.13	9.31	37.07	10.95	10.20	35.36	25.59	25.79	39.58	32.55	32.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.15	0.45	0.01	10.88	0.46	0.56	7.93	0.21	0.31	17.09	1.50	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.32	0.00	0.77	0.33	0.21	0.79	0.18	0.22	0.35	0.48	0.53
d, Delay for Lane Group [s/veh]	49.49	11.58	9.32	47.95	11.41	10.75	43.29	25.79	26.09	56.67	34.05	34.87
Lane Group LOS	D	B	A	D	B	B	D	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.72	2.67	0.03	1.83	2.72	1.51	2.87	1.09	1.12	0.13	2.04	1.94
50th-Percentile Queue Length [ft/ln]	42.89	66.84	0.77	45.85	68.01	37.87	71.79	27.29	28.00	3.22	51.03	48.54
95th-Percentile Queue Length [veh/ln]	3.09	4.81	0.06	3.30	4.90	2.73	5.17	1.96	2.02	0.23	3.67	3.50
95th-Percentile Queue Length [ft/ln]	77.21	120.31	1.39	82.53	122.43	68.17	129.22	49.11	50.41	5.80	91.86	87.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.49	11.58	9.32	47.95	11.41	10.75	43.29	25.79	26.09	56.67	34.05	34.87
Movement LOS	D	B	A	D	B	B	D	C	C	E	C	C
d_A, Approach Delay [s/veh]	15.81			14.74			34.32			34.84		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	20.02											
Intersection LOS	C											
Intersection V/C	0.355											

Emissions

Vehicle Miles Traveled [mph]	21.98	173.23	1.16	15.94	118.29	33.80	15.67	8.34	8.45	0.51	14.50	13.52
Stops [stops/h]	77.21	240.63	1.39	82.53	244.85	68.17	129.22	49.11	50.41	5.80	91.86	87.38
Fuel consumption [US gal/h]	2.48	10.34	0.06	2.38	8.53	2.39	3.37	1.28	1.31	0.14	2.44	2.31
CO [g/h]	173.26	722.90	4.51	166.53	596.17	167.15	235.44	89.82	91.90	9.47	170.22	161.48
NOx [g/h]	33.71	140.65	0.88	32.40	115.99	32.52	45.81	17.48	17.88	1.84	33.12	31.42
VOC [g/h]	40.16	167.54	1.05	38.59	138.17	38.74	54.56	20.82	21.30	2.20	39.45	37.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.790	2.959	2.536	2.315
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	475	550	650	650
d_b, Bicycle Delay [s]	23.26	21.03	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	2.121	2.324	2.068	1.768
Bicycle LOS	B	B	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	37.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	78	120	63	70	212	142	98	1376	115	114	969	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	16	0	0	37	0	0	30	0	0	10
Total Hourly Volume [veh/h]	80	124	49	72	218	109	101	1417	88	117	998	31
Peak Hour Factor	0.7647	0.7647	0.7647	0.8573	0.8573	0.8573	0.9297	0.9297	0.9297	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	41	16	21	64	32	27	381	24	31	260	8
Total Analysis Volume [veh/h]	105	162	64	84	254	127	109	1524	95	122	1041	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	9	35	0	6	32	0	12	35	0	8	31	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	39	0	14	36	0	31	47	0	20	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	46	46	7	44	44	9	41	41	10	42	42
g / C, Green / Cycle	0.07	0.38	0.38	0.06	0.37	0.37	0.08	0.34	0.34	0.08	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.06	0.06	0.06	0.05	0.07	0.08	0.06	0.29	0.06	0.07	0.20	0.02
s, saturation flow rate [veh/h]	1810	1900	1723	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	131	724	656	107	1330	594	138	1781	556	150	1815	566
d1, Uniform Delay [s]	54.82	24.50	24.57	55.71	25.81	26.04	54.50	36.58	27.42	54.14	31.67	25.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.80	0.48	0.55	11.92	0.32	0.82	9.72	1.27	0.14	10.24	0.29	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.16	0.17	0.79	0.19	0.21	0.79	0.86	0.17	0.82	0.57	0.06
d, Delay for Lane Group [s/veh]	65.62	24.97	25.12	67.63	26.12	26.86	64.22	37.85	27.57	64.38	31.95	25.85
Lane Group LOS	E	C	C	E	C	C	E	D	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.44	2.21	2.10	2.80	2.45	2.55	3.48	13.05	1.82	3.90	7.70	0.58
50th-Percentile Queue Length [ft/ln]	86.06	55.20	52.56	70.07	61.27	63.73	86.98	326.34	45.57	97.51	192.45	14.54
95th-Percentile Queue Length [veh/ln]	6.20	3.97	3.78	5.05	4.41	4.59	6.26	18.98	3.28	7.02	12.25	1.05
95th-Percentile Queue Length [ft/ln]	154.90	99.36	94.61	126.13	110.28	114.72	156.56	474.47	82.03	175.51	306.20	26.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.62	25.01	25.12	67.63	26.12	26.86	64.22	37.85	27.57	64.38	31.95	25.85
Movement LOS	E	C	C	E	C	C	E	D	C	E	C	C
d_A, Approach Delay [s/veh]	37.91			33.83			38.95			35.10		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	36.98											
Intersection LOS	D											
Intersection V/C	0.499											

Emissions

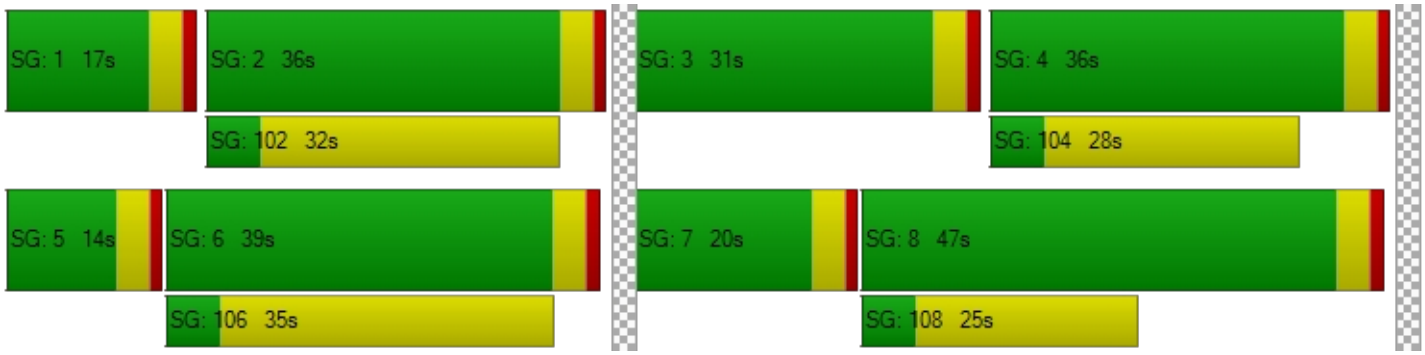
Vehicle Miles Traveled [mph]	60.98	67.47	63.77	14.71	44.47	22.24	12.36	172.83	10.77	30.49	260.16	8.00
Stops [stops/h]	103.27	66.24	63.07	84.09	147.04	76.48	104.37	1174.82	54.69	117.01	692.81	17.44
Fuel consumption [US gal/h]	4.78	3.73	3.53	2.71	4.70	2.41	3.78	39.34	1.91	4.79	28.34	0.76
CO [g/h]	333.85	260.51	246.84	189.13	328.74	168.28	263.99	2750.04	133.45	334.93	1981.00	53.11
NOx [g/h]	64.95	50.69	48.03	36.80	63.96	32.74	51.36	535.06	25.96	65.16	385.43	10.33
VOC [g/h]	77.37	60.38	57.21	43.83	76.19	39.00	61.18	637.35	30.93	77.62	459.11	12.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.586	2.719	3.516	3.401
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	717	533
d_b, Bicycle Delay [s]	30.10	32.27	24.70	32.27
l_b,int, Bicycle LOS Score for Intersection	1.846	1.974	2.527	2.222
Bicycle LOS	A	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.197

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	57	149	13	10	307	26	13	24	54	18	23	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	7	0	0	14	0	0	5
Total Hourly Volume [veh/h]	59	153	10	10	316	20	13	25	42	19	24	14
Peak Hour Factor	0.7432	0.7432	0.7432	0.8693	0.8693	0.8693	0.7109	0.7109	0.7109	0.7770	0.7770	0.7770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	51	3	3	91	6	5	9	15	6	8	5
Total Analysis Volume [veh/h]	79	206	13	12	364	23	18	35	59	24	31	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	15	36	0	8	29	0	5	22	0	8	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	1	49	49	2	9	9	2	9	9
g / C, Green / Cycle	0.06	0.65	0.65	0.01	0.61	0.61	0.02	0.11	0.11	0.03	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.06	0.06	0.01	0.10	0.10	0.01	0.02	0.04	0.01	0.01	0.01
s, saturation flow rate [veh/h]	1810	1900	1861	1810	1900	1861	1810	1900	1615	1810	1900	1680
c, Capacity [veh/h]	103	1233	1207	27	1152	1129	38	209	178	47	219	194
d1, Uniform Delay [s]	37.18	5.24	5.24	39.07	6.90	6.91	38.74	32.27	32.87	38.45	31.70	31.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.02	0.14	0.15	10.95	0.32	0.33	9.16	0.37	1.08	8.18	0.22	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.09	0.09	0.44	0.17	0.17	0.48	0.17	0.33	0.51	0.11	0.13
d, Delay for Lane Group [s/veh]	48.20	5.38	5.39	50.03	7.22	7.23	47.90	32.64	33.95	46.63	31.93	32.04
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.75	0.54	0.54	0.30	1.22	1.21	0.43	0.62	1.07	0.56	0.43	0.42
50th-Percentile Queue Length [ft/ln]	43.83	13.57	13.46	7.59	30.57	30.23	10.87	15.40	26.86	13.96	10.71	10.58
95th-Percentile Queue Length [veh/ln]	3.16	0.98	0.97	0.55	2.20	2.18	0.78	1.11	1.93	1.00	0.77	0.76
95th-Percentile Queue Length [ft/ln]	78.89	24.43	24.23	13.67	55.03	54.42	19.56	27.72	48.34	25.12	19.28	19.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.20	5.39	5.39	50.03	7.22	7.23	47.90	32.64	33.95	46.63	31.95	32.04
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	16.74			8.51			35.78			36.80		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	17.09											
Intersection LOS	B											
Intersection V/C	0.197											

Emissions

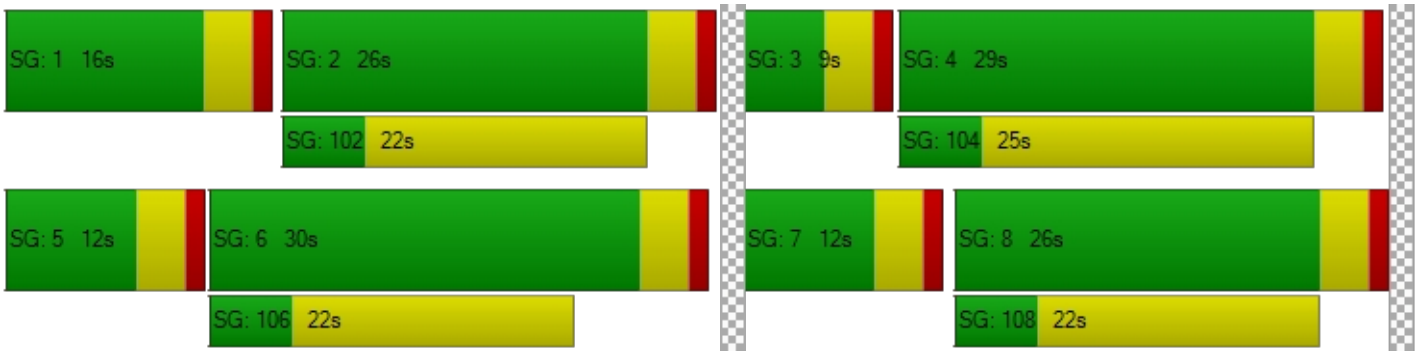
Vehicle Miles Traveled [mph]	39.26	54.71	54.12	6.97	113.14	111.60	0.79	1.54	2.60	12.04	12.40	12.17
Stops [stops/h]	78.89	24.43	24.23	13.67	55.03	54.42	19.56	27.72	48.34	25.12	19.28	19.04
Fuel consumption [US gal/h]	3.10	2.30	2.28	0.53	4.85	4.78	0.35	0.50	0.87	0.88	0.78	0.77
CO [g/h]	216.80	160.76	159.09	37.12	338.91	334.47	24.66	34.93	60.83	61.19	54.41	53.50
NOx [g/h]	42.18	31.28	30.95	7.22	65.94	65.08	4.80	6.80	11.84	11.91	10.59	10.41
VOC [g/h]	50.25	37.26	36.87	8.60	78.55	77.52	5.71	8.10	14.10	14.18	12.61	12.40

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.523	2.496	2.376	2.335
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	550	625
d_b, Bicycle Delay [s]	18.23	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.808	1.895	1.664	1.624
Bicycle LOS	A	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	8	80	63	52	242	19	12	111	25	79	48	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	16	0	0	5	0	0	7	0	0	7
Total Hourly Volume [veh/h]	8	82	49	54	249	15	12	114	19	81	49	22
Peak Hour Factor	0.9406	0.9406	0.9406	0.8054	0.8054	0.8054	0.9545	0.9545	0.9545	0.8708	0.8708	0.8708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	22	13	17	77	5	3	30	5	23	14	6
Total Analysis Volume [veh/h]	9	87	52	67	309	19	13	119	20	93	56	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	9	26	0	14	31	0	12	22	0	22	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	30	0	11	30	0	9	26	0	13	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	45	45	4	48	48	1	10	10	5	14	14
g / C, Green / Cycle	0.01	0.56	0.56	0.05	0.60	0.60	0.02	0.12	0.12	0.07	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.00	0.04	0.04	0.04	0.09	0.01	0.01	0.03	0.01	0.05	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1675	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	22	1072	945	88	2174	970	29	436	195	121	619	276
d1, Uniform Delay [s]	39.25	7.89	7.92	37.59	6.97	6.45	39.01	31.99	31.33	36.73	27.91	27.91
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.32	0.12	0.15	12.54	0.14	0.04	10.42	0.33	0.23	9.89	0.06	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.07	0.07	0.76	0.14	0.02	0.45	0.27	0.10	0.77	0.09	0.09
d, Delay for Lane Group [s/veh]	51.57	8.01	8.07	50.13	7.10	6.48	49.43	32.33	31.56	46.62	27.97	28.05
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.25	0.53	0.52	1.53	0.93	0.11	0.32	1.00	0.34	2.02	0.43	0.39
50th-Percentile Queue Length [ft/ln]	6.16	13.35	13.03	38.25	23.34	2.79	8.09	25.10	8.41	50.39	10.70	9.71
95th-Percentile Queue Length [veh/ln]	0.44	0.96	0.94	2.75	1.68	0.20	0.58	1.81	0.61	3.63	0.77	0.70
95th-Percentile Queue Length [ft/ln]	11.09	24.03	23.45	68.85	42.01	5.02	14.57	45.19	15.13	90.71	19.27	17.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.57	8.02	8.07	50.13	7.10	6.48	49.43	32.33	31.56	46.62	27.97	28.05
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	10.69			14.37			33.69			37.95		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	21.84											
Intersection LOS	C											
Intersection V/C	0.175											

Emissions

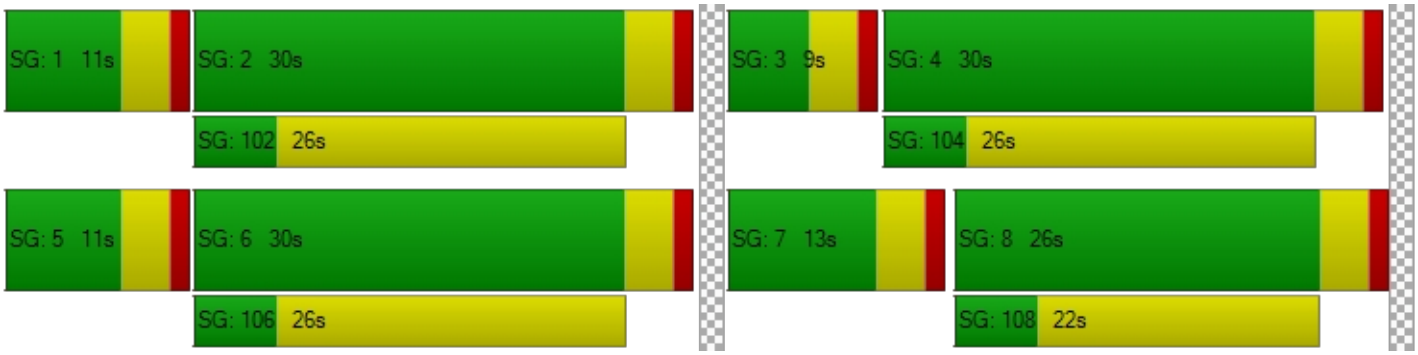
Vehicle Miles Traveled [mph]	4.50	35.39	34.10	33.30	153.57	9.44	2.17	19.86	3.34	40.03	24.11	10.76
Stops [stops/h]	11.09	24.03	23.45	68.85	84.02	5.02	14.57	90.38	15.13	90.71	38.54	17.47
Fuel consumption [US gal/h]	0.34	1.70	1.65	2.68	6.76	0.41	0.39	2.59	0.43	3.38	1.62	0.73
CO [g/h]	23.83	119.17	115.00	187.38	472.20	28.74	27.00	180.85	30.12	236.43	113.53	50.94
NOx [g/h]	4.64	23.19	22.38	36.46	91.87	5.59	5.25	35.19	5.86	46.00	22.09	9.91
VOC [g/h]	5.52	27.62	26.65	43.43	109.44	6.66	6.26	41.91	6.98	54.79	26.31	11.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.434	2.585	2.519	2.565
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	1.695	1.890	1.691	1.709
Bicycle LOS	A	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	34.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	43	0	0	9	0	0	13
Total Hourly Volume [veh/h]	54	274	37	95	365	129	243	711	28	75	474	37
Peak Hour Factor	0.8368	0.8368	0.8368	0.8264	0.8264	0.8264	0.8504	0.8504	0.8504	0.8966	0.8966	0.8966
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	82	11	29	110	39	71	209	8	21	132	10
Total Analysis Volume [veh/h]	65	327	44	115	442	156	286	836	33	84	529	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	22	0	5	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	29	0	12	32	0	23	37	0	12	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	34	34	7	37	37	16	27	27	5	16	16
g / C, Green / Cycle	0.05	0.38	0.38	0.08	0.42	0.42	0.18	0.30	0.30	0.06	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.06	0.23	0.10	0.16	0.23	0.23	0.05	0.15	0.15
s, saturation flow rate [veh/h]	1810	1900	1823	1810	1900	1615	1810	1900	1875	1810	1900	1852
c, Capacity [veh/h]	84	725	696	145	789	671	324	569	562	110	344	336
d1, Uniform Delay [s]	42.43	19.09	19.12	40.66	20.05	17.03	36.02	28.67	28.67	41.64	35.56	35.58
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.25	0.15	0.15	0.11	0.11	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.66	0.87	0.92	13.62	2.86	0.81	15.87	3.04	3.09	10.55	5.72	6.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.26	0.26	0.79	0.56	0.23	0.88	0.77	0.77	0.77	0.84	0.84
d, Delay for Lane Group [s/veh]	56.08	19.96	20.04	54.28	22.91	17.84	51.89	31.70	31.76	52.20	41.28	41.57
Lane Group LOS	E	B	C	D	C	B	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.69	2.65	2.59	2.94	6.98	2.06	7.35	8.66	8.56	2.12	6.45	6.33
50th-Percentile Queue Length [ft/ln]	42.17	66.37	64.75	73.39	174.58	51.41	183.63	216.54	213.98	52.93	161.21	158.27
95th-Percentile Queue Length [veh/ln]	3.04	4.78	4.66	5.28	11.32	3.70	11.79	13.49	13.36	3.81	10.61	10.46
95th-Percentile Queue Length [ft/ln]	75.91	119.47	116.55	132.10	282.93	92.55	294.75	337.21	333.93	95.27	265.33	261.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.08	19.99	20.04	54.28	22.91	17.84	51.89	31.73	31.76	52.20	41.42	41.57
Movement LOS	E	B	C	D	C	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	25.38			26.86			36.72			42.81		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.02											
Intersection LOS	C											
Intersection V/C	0.579											

Emissions

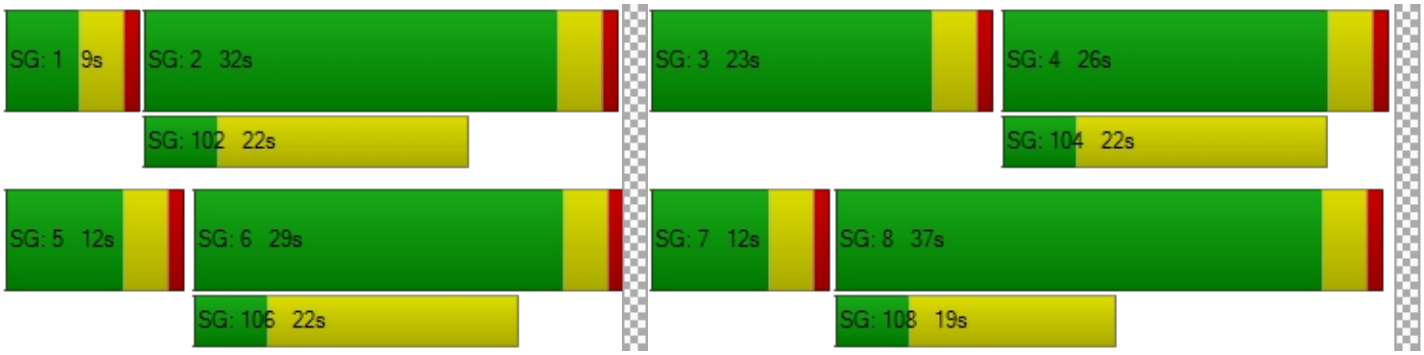
Vehicle Miles Traveled [mph]	4.66	13.48	13.10	33.26	127.82	45.11	26.51	40.54	40.02	9.96	34.18	33.42
Stops [stops/h]	67.48	106.20	103.60	117.42	279.34	82.26	293.81	346.47	342.37	84.68	257.94	253.24
Fuel consumption [US gal/h]	1.74	2.55	2.48	3.87	9.92	3.14	6.24	6.97	6.89	1.91	5.66	5.56
CO [g/h]	121.65	178.04	173.53	270.52	693.11	219.18	436.18	487.35	481.60	133.42	395.93	388.79
NOx [g/h]	23.67	34.64	33.76	52.63	134.85	42.65	84.86	94.82	93.70	25.96	77.03	75.64
VOC [g/h]	28.19	41.26	40.22	62.70	160.63	50.80	101.09	112.95	111.61	30.92	91.76	90.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.523	2.779	2.759	2.701
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	622	733	489
d_b, Bicycle Delay [s]	23.47	21.36	18.05	25.69
l_b,int, Bicycle LOS Score for Intersection	1.930	2.807	2.520	2.110
Bicycle LOS	A	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Daniela Way

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Curb Present	No	No
Crosswalk	Yes	Yes

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Proportion of CAVs [%]	0.00	
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Right Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
v_do, Outbound Pedestrian Volume crossing	0	0
v_di, Inbound Pedestrian Volume crossing m	0	0
v_co, Outbound Pedestrian Volume crossing	0	0
v_ci, Inbound Pedestrian Volume crossing mi	0	0
v_ab, Corner Pedestrian Volume [ped/h]	0	0
Bicycle Volume [bicycles/h]	0	0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive
Signal Group	6	2
Auxiliary Signal Groups		
Maximum Green [s]	86	77
Amber [s]	3.0	3.0
All red [s]	1.0	1.0
Walk [s]	5	5
Pedestrian Clearance [s]	10	21
Delayed Vehicle Green [s]	0.0	0.0
Rest In Walk	No	No
I1, Start-Up Lost Time [s]	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0
Detector Location [ft]	0.0	0.0
Detector Length [ft]	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	37	14
Lead / Lag	-	-
Minimum Green [s]	10	10
Vehicle Extension [s]	3.0	3.0
Minimum Recall	No	No
Maximum Recall	No	No
Pedestrian Recall	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C
C, Calculated Cycle Length [s]	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00
g_i, Effective Green Time [s]	52	48
g / C, Green / Cycle	0.87	0.80
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00
s, saturation flow rate [veh/h]	3618	3618
c, Capacity [veh/h]	3131	2885
d1, Uniform Delay [s]	0.00	0.00
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00
Lane Group LOS	A	A
Critical Lane Group	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00
Movement LOS	A	A
d_A, Approach Delay [s/veh]	0.00	0.00
Approach LOS	A	A
d_I, Intersection Delay [s/veh]	0.00	
Intersection LOS	A	
Intersection V/C	0.000	

Emissions

Vehicle Miles Traveled [mph]	0.00	0.00
Stops [stops/h]	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00
CO [g/h]	0.00	0.00
NOx [g/h]	0.00	0.00
VOC [g/h]	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	30.00	30.00
l_p,int, Pedestrian LOS Score for Intersectio	2.125	2.125
Crosswalk LOS	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	333
d_b, Bicycle Delay [s]	6.08	20.83
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560
Bicycle LOS	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Daniela Way

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

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	923	923	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.146

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	670.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	260.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	108	3	83	201	54	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	3	83	201	54	62
Peak Hour Factor	0.7370	0.7370	0.7820	0.7820	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	1	27	64	15	18
Total Analysis Volume [veh/h]	147	4	106	257	62	71
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.15	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	7.69	0.00	14.95	9.31
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.24	0.00	0.51	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.94	0.00	12.71	6.37
d_A, Approach Delay [s/veh]	0.00		2.25		11.94	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Daniela Way

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

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Daniela Way

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

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

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

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

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

Intersection Setup

Name	Perris Blvd	Perris Blvd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Perris Blvd	Perris Blvd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	95	26	27	490	394	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	26	27	490	394	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	7	7	123	99	8
Total Analysis Volume [veh/h]	95	26	27	490	394	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.48	13.10	8.23	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.21	1.21	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.17	30.17	1.81	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.33		0.43		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.18					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.216

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	70.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	75	57	50	326	420	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	57	50	326	420	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	14	13	82	105	22
Total Analysis Volume [veh/h]	75	57	50	326	420	86
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.08	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.63	13.03	8.53	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.20	1.20	0.15	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.02	30.02	3.68	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.21		1.13		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.53					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	45.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		Frontage Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Curb Present	No	No
Crosswalk	Yes	Yes

Volumes

Name		Frontage Rd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Proportion of CAVs [%]	0.00	
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Right Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
v_do, Outbound Pedestrian Volume crossing	0	0
v_di, Inbound Pedestrian Volume crossing m	0	0
v_co, Outbound Pedestrian Volume crossing	0	0
v_ci, Inbound Pedestrian Volume crossing mi	0	0
v_ab, Corner Pedestrian Volume [ped/h]	0	0
Bicycle Volume [bicycles/h]	0	0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive
Signal Group	6	2
Auxiliary Signal Groups		
Maximum Green [s]	27	27
Amber [s]	3.0	3.0
All red [s]	1.0	1.0
Walk [s]	5	5
Pedestrian Clearance [s]	14	10
Delayed Vehicle Green [s]	0.0	0.0
Rest In Walk	No	No
I1, Start-Up Lost Time [s]	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0
Detector Location [ft]	0.0	0.0
Detector Length [ft]	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	24
Lead / Lag	-	-
Minimum Green [s]	10	10
Vehicle Extension [s]	3.0	3.0
Minimum Recall	No	No
Maximum Recall	No	No
Pedestrian Recall	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C
C, Calculated Cycle Length [s]	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00
g_i, Effective Green Time [s]	52	52
g / C, Green / Cycle	0.87	0.87
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00
s, saturation flow rate [veh/h]	1900	1900
c, Capacity [veh/h]	1643	1643
d1, Uniform Delay [s]	0.00	0.00
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00
Lane Group LOS	A	A
Critical Lane Group	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00
Movement LOS	A	A
d_A, Approach Delay [s/veh]	0.00	0.00
Approach LOS	A	A
d_I, Intersection Delay [s/veh]	0.00	
Intersection LOS	A	
Intersection V/C	0.000	

Emissions

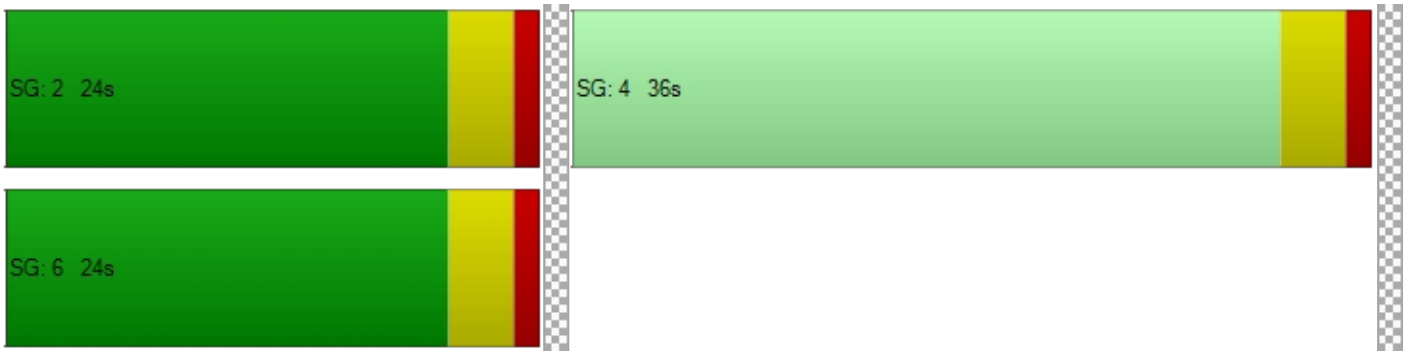
Vehicle Miles Traveled [mph]	0.00	0.00
Stops [stops/h]	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00
CO [g/h]	0.00	0.00
NOx [g/h]	0.00	0.00
VOC [g/h]	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	30.00	30.00
l_p,int, Pedestrian LOS Score for Intersectio	1.709	1.709
Crosswalk LOS	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667
d_b, Bicycle Delay [s]	13.33	13.33
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560
Bicycle LOS	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	35.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name	Orange Ave	Orange Ave
Approach	Eastbound	Westbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	35.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Orange Ave	Orange Ave
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name	Frontage Rd	Frontage Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name	Frontage Rd	Frontage Rd
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

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

Volumes

Name	Barrett Ave	
Base Volume Input [veh/h]	94	91
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	94	91
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	23
Total Analysis Volume [veh/h]	94	91
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2 and Barrett Ave

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

Intersection Setup

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

Volumes

Name	Barrett Ave	
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	1
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

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

Intersection Setup

Name		
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Lane Width [ft]	12.00	12.00
No. of Lanes in Entry Pocket	0	0
Entry Pocket Length [ft]	100.00	100.00
No. of Lanes in Exit Pocket	0	0
Exit Pocket Length [ft]	0.00	0.00
Speed [mph]	45.00	30.00
Grade [%]	0.00	0.00
Crosswalk	No	No

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

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

Intersection Setup

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

Volumes

Name		
Base Volume Input [veh/h]	0	0
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	0	0
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0
Total Analysis Volume [veh/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

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

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Harvest Landing

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Scenario 1 Opening Year I AM
2/20/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	NB Left	0.914	63.1	E
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.780	44.0	D
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.684	32.6	C
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.695	14.1	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.919	74.3	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.506	11.7	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	SB Left	0.571	30.4	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.578	30.2	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.626	25.9	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.605	17.7	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	0.721	37.8	D
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	EB Thru	0.832	25.0	D
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	SB Left	0.646	36.2	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.636	29.1	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.338	32.6	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.350	16.8	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.304	25.9	C
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.557	24.1	C
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.039	19.4	C
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.568	14.0	B
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.005	14.4	B
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	WB Thru	0.358	12.3	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.412	13.3	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	SB Left	0.688	39.3	D
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	WB Left	0.562	23.6	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.751	43.9	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.600	21.1	C
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.550	18.4	B
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.588	18.4	B
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.776	21.6	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.688	14.3	B
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.652	26.9	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.577	32.5	C
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.232	20.1	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.241	22.0	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Thru	0.876	57.9	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	SB Thru	0.111	0.6	A
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	NB Thru	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.147	12.6	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.134	20.8	C
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.088	19.5	C
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.053	8.8	A
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	63.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	82	0	0	11	0	0	20	0	0	31
Total Hourly Volume [veh/h]	259	1554	244	185	1641	33	27	291	61	320	552	93
Peak Hour Factor	0.8987	0.8987	0.8987	0.7510	0.7510	0.7510	0.7777	0.7777	0.7777	0.7871	0.7871	0.7871
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	432	68	62	546	11	9	94	20	102	175	30
Total Analysis Volume [veh/h]	288	1729	272	246	2185	44	35	374	78	407	701	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	25	0	16	28	0	5	35	0	18	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	26	0	30	37	0	9	39	0	25	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	47	47	18	51	51	3	17	17	21	35	35
g / C, Green / Cycle	0.13	0.39	0.39	0.15	0.42	0.42	0.03	0.15	0.15	0.18	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.16	0.33	0.17	0.14	0.40	0.41	0.02	0.12	0.12	0.22	0.22	0.22
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1881	1810	1900	1789	1810	1900	1806
c, Capacity [veh/h]	226	2032	634	277	1522	791	52	277	261	317	555	527
d1, Uniform Delay [s]	52.50	33.24	26.62	49.80	33.82	33.93	57.70	49.83	49.93	49.50	38.59	38.63
k, delay calibration	0.50	0.50	0.50	0.17	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	152.81	4.72	2.12	13.91	15.61	24.81	13.78	6.48	7.41	150.25	2.13	2.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.27	0.85	0.43	0.89	0.96	0.97	0.67	0.83	0.85	1.29	0.76	0.76
d, Delay for Lane Group [s/veh]	205.31	37.96	28.73	63.71	49.43	58.74	71.48	56.31	57.34	199.75	40.71	40.89
Lane Group LOS	F	D	C	E	D	E	E	E	E	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.22	15.30	5.82	8.09	22.64	25.73	1.23	7.06	6.82	22.40	11.11	10.63
50th-Percentile Queue Length [ft/ln]	405.48	382.60	145.52	202.37	565.96	643.23	30.71	176.45	170.40	560.09	277.79	265.65
95th-Percentile Queue Length [veh/ln]	25.15	21.72	9.78	12.76	30.44	34.05	2.21	11.42	11.10	33.87	16.58	15.97
95th-Percentile Queue Length [ft/ln]	628.67	542.99	244.43	319.02	761.03	851.20	55.28	285.38	277.44	846.71	414.46	399.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	205.31	37.96	28.73	63.71	52.50	58.74	71.48	56.70	57.34	199.75	40.78	40.89
Movement LOS	F	D	C	E	D	E	E	E	E	F	D	D
d_A, Approach Delay [s/veh]	57.92			53.73			57.87			93.57		
Approach LOS	E			D			E			F		
d_I, Intersection Delay [s/veh]	63.06											
Intersection LOS	E											
Intersection V/C	0.914											

Emissions

Vehicle Miles Traveled [mph]	144.30	866.31	136.28	15.33	91.21	47.65	2.44	16.14	15.42	26.77	27.57	26.29
Stops [stops/h]	486.57	1377.35	174.62	242.84	1358.30	771.87	36.85	211.74	204.48	672.11	333.34	318.78
Fuel consumption [US gal/h]	23.03	60.18	8.43	6.73	34.74	20.37	1.05	5.83	5.65	25.82	8.56	8.19
CO [g/h]	1609.55	4206.35	589.47	470.70	2428.40	1424.15	73.47	407.84	394.77	1804.47	598.53	572.56
NOx [g/h]	313.16	818.40	114.69	91.58	472.48	277.09	14.29	79.35	76.81	351.08	116.45	111.40
VOC [g/h]	373.03	974.86	136.62	109.09	562.81	330.06	17.03	94.52	91.49	418.20	138.72	132.70

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.783	3.544	2.797	3.012
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	550	583	850
d_b, Bicycle Delay [s]	40.02	31.54	30.10	19.84
l_b,int, Bicycle LOS Score for Intersection	2.864	2.927	1.978	2.597
Bicycle LOS	C	C	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	44.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	43	0	0	2	0	0	22	0	0	51
Total Hourly Volume [veh/h]	92	1843	130	109	1887	6	21	161	66	232	149	153
Peak Hour Factor	0.8910	0.8910	0.8910	0.7568	0.7568	0.7568	0.7348	0.7348	0.7348	0.8323	0.8323	0.8323
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	517	36	36	623	2	7	55	22	70	45	46
Total Analysis Volume [veh/h]	103	2068	146	144	2494	8	29	219	90	279	179	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	27	0	9	30	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	31	0	13	34	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	50	50	9	53	53	15	15	15	20	20	20
g / C, Green / Cycle	0.05	0.46	0.46	0.08	0.48	0.48	0.14	0.14	0.14	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.40	0.41	0.08	0.45	0.45	0.02	0.12	0.06	0.15	0.09	0.11
s, saturation flow rate [veh/h]	1810	3618	1837	1810	3618	1897	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	99	1646	836	148	1744	915	250	262	223	325	341	290
d1, Uniform Delay [s]	52.00	27.43	27.65	50.38	26.99	27.01	41.52	46.18	43.27	43.76	40.86	41.77
k, delay calibration	0.33	0.50	0.50	0.34	0.50	0.50	0.11	0.11	0.11	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	85.57	7.59	14.53	54.30	11.44	18.58	0.20	6.85	1.17	8.55	1.25	2.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.89	0.90	0.97	0.94	0.94	0.12	0.83	0.40	0.86	0.52	0.63
d, Delay for Lane Group [s/veh]	137.57	35.02	42.18	104.68	38.42	45.59	41.73	53.03	44.44	52.31	42.11	44.06
Lane Group LOS	F	D	D	F	D	D	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.99	17.78	19.99	6.06	21.14	24.02	0.69	6.20	2.27	7.94	4.41	4.70
50th-Percentile Queue Length [ft/ln]	124.75	444.45	499.66	151.62	528.46	600.54	17.31	154.89	56.65	198.55	110.34	117.45
95th-Percentile Queue Length [veh/ln]	8.76	24.69	27.32	10.10	28.68	32.06	1.25	10.28	4.08	12.56	7.86	8.25
95th-Percentile Queue Length [ft/ln]	219.03	617.32	682.96	252.59	716.97	801.49	31.16	256.94	101.98	314.10	196.47	206.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	137.57	37.12	42.18	104.68	40.88	45.59	41.73	53.03	44.44	52.31	42.11	44.06
Movement LOS	F	D	D	F	D	D	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	41.90			44.36			49.77			47.10		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	44.01											
Intersection LOS	D											
Intersection V/C	0.780											

Emissions

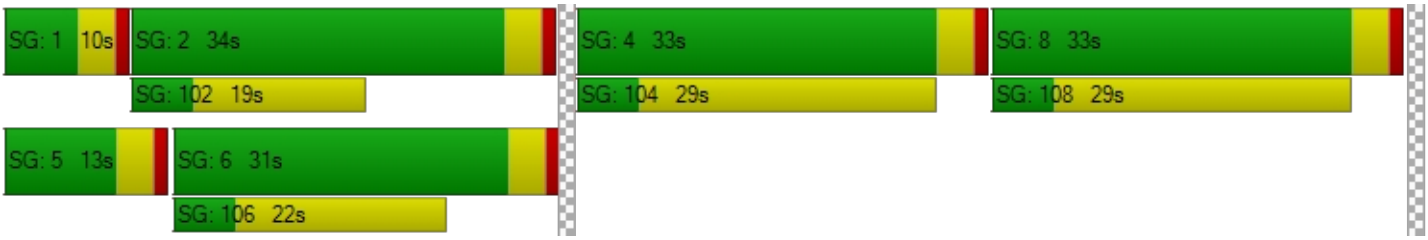
Vehicle Miles Traveled [mph]	169.45	2406.30	1236.06	72.15	822.09	431.53	2.42	18.29	7.52	33.18	21.28	21.88
Stops [stops/h]	163.31	1163.65	654.11	198.48	1383.61	786.16	22.66	202.76	74.16	259.92	144.44	153.75
Fuel consumption [US gal/h]	10.72	107.37	56.95	8.01	58.21	32.56	0.56	5.01	1.81	6.71	3.72	3.94
CO [g/h]	749.47	7505.42	3980.87	559.77	4068.96	2275.73	38.84	350.22	126.64	469.14	259.68	275.67
NOx [g/h]	145.82	1460.28	774.53	108.91	791.67	442.77	7.56	68.14	24.64	91.28	50.53	53.63
VOC [g/h]	173.70	1739.45	922.61	129.73	943.02	527.42	9.00	81.17	29.35	108.73	60.18	63.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.762	3.648	2.385	2.707
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	491	545	527	527
d_b, Bicycle Delay [s]	31.31	29.09	29.82	29.82
l_b,int, Bicycle LOS Score for Intersection	2.858	3.016	2.154	2.703
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	124	902	0	87	678	277	165	36	23	0	276	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	76	0	0	6	0	0	64
Total Hourly Volume [veh/h]	135	1758	0	95	1813	226	180	39	19	0	301	191
Peak Hour Factor	0.8289	0.8289	0.8289	0.9148	0.9148	0.9148	0.9538	0.9538	0.9538	0.8413	0.8413	0.8413
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	530	0	26	495	62	47	10	5	0	89	57
Total Analysis Volume [veh/h]	163	2121	0	104	1982	247	189	41	20	0	358	227
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	7	38	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	11	42	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	55	55	5	54	54	7	24	24	0	17	17
g / C, Green / Cycle	0.06	0.55	0.55	0.05	0.54	0.54	0.07	0.24	0.24	0.00	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.41	0.00	0.03	0.38	0.15	0.10	0.01	0.01	0.00	0.07	0.14
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	211	2852	890	166	2786	869	127	871	389	3	888	277
d1, Uniform Delay [s]	46.33	17.07	0.00	46.77	17.27	12.58	46.50	29.15	29.18	0.00	36.86	39.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.94	1.80	0.00	3.84	1.57	0.82	258.38	0.02	0.05	0.00	0.30	5.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.74	0.00	0.63	0.71	0.28	1.49	0.05	0.05	0.00	0.40	0.82
d, Delay for Lane Group [s/veh]	52.27	18.87	0.00	50.61	18.84	13.40	304.88	29.17	29.23	0.00	37.15	45.84
Lane Group LOS	D	B	A	D	B	B	F	C	C	A	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.10	11.12	0.00	1.32	10.30	2.89	12.12	0.37	0.36	0.00	2.52	5.60
50th-Percentile Queue Length [ft/ln]	52.52	278.05	0.00	32.89	257.51	72.32	303.10	9.15	9.02	0.00	62.98	139.90
95th-Percentile Queue Length [veh/ln]	3.78	16.59	0.00	2.37	15.56	5.21	19.97	0.66	0.65	0.00	4.53	9.48
95th-Percentile Queue Length [ft/ln]	94.54	414.78	0.00	59.20	389.10	130.17	499.19	16.48	16.24	0.00	113.37	236.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.27	18.87	0.00	50.61	18.84	13.40	304.88	29.17	29.23	0.00	37.15	45.84
Movement LOS	D	B	A	D	B	B	F	C	C	A	D	D
d_A, Approach Delay [s/veh]	21.26			19.68			237.61			40.52		
Approach LOS	C			B			F			D		
d_I, Intersection Delay [s/veh]	32.57											
Intersection LOS	C											
Intersection V/C	0.684											

Emissions

Vehicle Miles Traveled [mph]	60.81	791.22	0.00	171.10	3260.68	406.35	28.27	6.13	2.99	0.00	43.49	27.57
Stops [stops/h]	151.26	1201.16	0.00	94.72	1112.46	104.14	436.46	26.36	12.99	0.00	272.08	201.45
Fuel consumption [US gal/h]	5.70	50.20	0.00	8.11	133.20	15.90	18.12	0.78	0.38	0.00	7.58	5.57
CO [g/h]	398.33	3509.16	0.00	567.13	9310.66	1111.21	1266.56	54.62	26.77	0.00	529.86	389.15
NOx [g/h]	77.50	682.75	0.00	110.34	1811.52	216.20	246.43	10.63	5.21	0.00	103.09	75.71
VOC [g/h]	92.32	813.28	0.00	131.44	2157.84	257.53	293.54	12.66	6.21	0.00	122.80	90.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.553	3.778	2.839	3.076
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	700	760	720
d_b, Bicycle Delay [s]	20.48	21.13	19.22	20.48
l_b,int, Bicycle LOS Score for Intersection	2.816	2.885	1.771	1.917
Bicycle LOS	C	C	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	26	1079	39	34	696	43	20	20	22	11	32	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	12	0	0	6	0	0	2
Total Hourly Volume [veh/h]	28	1951	32	37	1833	35	22	22	18	12	35	5
Peak Hour Factor	0.8408	0.8408	0.8408	0.9137	0.9137	0.9137	0.6630	0.6630	0.6630	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	580	10	10	502	10	8	8	7	4	11	2
Total Analysis Volume [veh/h]	33	2320	38	40	2006	38	33	33	27	15	44	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	65	0	5	65	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	52	69	0	9	33	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	89	89	4	89	89	3	9	9	2	8	8
g / C, Green / Cycle	0.03	0.74	0.74	0.03	0.74	0.74	0.03	0.08	0.08	0.02	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.64	0.02	0.02	0.37	0.37	0.02	0.02	0.02	0.01	0.01	0.01
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1882	1810	1900	1636	1810	1900	1823
c, Capacity [veh/h]	50	2675	1194	57	2688	1398	50	151	130	30	129	124
d1, Uniform Delay [s]	57.76	11.35	4.17	57.56	6.30	6.31	57.76	51.69	51.80	58.53	52.82	52.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.52	4.11	0.05	14.66	0.67	1.28	13.52	0.65	0.88	12.58	0.72	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.87	0.03	0.70	0.50	0.50	0.66	0.20	0.23	0.50	0.19	0.20
d, Delay for Lane Group [s/veh]	71.28	15.46	4.22	72.22	6.97	7.59	71.28	52.34	52.68	71.11	53.55	53.64
Lane Group LOS	E	B	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.16	18.02	0.21	1.41	5.59	6.07	1.17	0.88	0.86	0.55	0.74	0.73
50th-Percentile Queue Length [ft/ln]	28.96	450.52	5.37	35.17	139.63	151.65	29.34	22.01	21.56	13.82	18.41	18.35
95th-Percentile Queue Length [veh/ln]	2.09	24.98	0.39	2.53	9.46	10.11	2.11	1.58	1.55	1.00	1.33	1.32
95th-Percentile Queue Length [ft/ln]	52.13	624.57	9.67	63.30	236.53	252.63	52.82	39.62	38.81	24.88	33.14	33.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.28	15.46	4.22	72.22	7.17	7.59	71.28	52.37	52.68	71.11	53.59	53.64
Movement LOS	E	B	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	16.05			8.43			59.17			57.63		
Approach LOS	B			A			E			E		
d_I, Intersection Delay [s/veh]	14.07											
Intersection LOS	B											
Intersection V/C	0.695											

Emissions

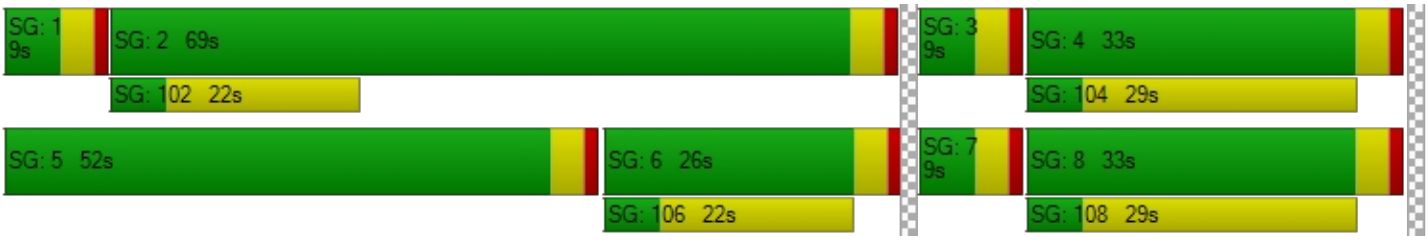
Vehicle Miles Traveled [mph]	16.61	1167.96	19.13	14.92	501.27	261.23	1.82	1.68	1.63	1.00	1.67	1.66
Stops [stops/h]	34.75	1081.25	6.45	42.20	335.12	181.98	35.21	26.41	25.87	16.58	22.09	22.02
Fuel consumption [US gal/h]	1.48	60.78	0.77	1.62	23.25	12.30	0.81	0.59	0.57	0.38	0.50	0.50
CO [g/h]	103.46	4248.45	53.72	113.51	1625.50	859.69	56.81	41.01	40.09	26.54	35.14	35.01
NOx [g/h]	20.13	826.59	10.45	22.09	316.26	167.26	11.05	7.98	7.80	5.16	6.84	6.81
VOC [g/h]	23.98	984.62	12.45	26.31	376.73	199.24	13.17	9.50	9.29	6.15	8.15	8.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.556	3.557	2.375	2.361
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	1083	483	483
d_b, Bicycle Delay [s]	40.02	12.60	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.541	2.712	1.641	1.615
Bicycle LOS	D	B	A	A

Sequence

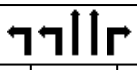
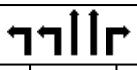
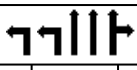
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	74.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	485	0	0	668	406	290	1	0	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	23	0	0	168	0	0	17	0	0	33
Total Hourly Volume [veh/h]	228	1216	67	129	1052	504	648	675	52	95	1136	99
Peak Hour Factor	0.7878	0.7878	0.7878	0.8529	0.8529	0.8529	0.9048	0.9048	0.9048	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	386	21	38	308	148	179	186	14	26	308	27
Total Analysis Volume [veh/h]	289	1544	85	151	1233	591	716	746	57	103	1231	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	48	0	5	45	0	19	41	0	10	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	52	0	9	49	0	23	45	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	49	49	5	46	46	19	45	45	5	31	31
g / C, Green / Cycle	0.07	0.40	0.40	0.04	0.38	0.38	0.16	0.38	0.38	0.05	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.43	0.05	0.04	0.34	0.37	0.20	0.14	0.04	0.03	0.25	0.25
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1823
c, Capacity [veh/h]	234	1464	653	146	1373	613	556	1940	605	161	948	478
d1, Uniform Delay [s]	56.00	35.73	22.45	57.50	35.04	36.43	50.50	27.41	24.32	56.29	43.32	43.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.17	0.11	0.11	0.11	0.11	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	113.26	39.52	0.41	42.84	9.55	28.52	133.91	0.13	0.07	4.22	5.24	24.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.23	1.05	0.13	1.03	0.90	0.96	1.29	0.38	0.09	0.64	0.94	0.94
d, Delay for Lane Group [s/veh]	169.26	75.24	22.87	100.34	44.59	64.95	184.41	27.53	24.38	60.51	48.56	67.56
Lane Group LOS	F	F	C	F	D	E	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.14	28.04	1.54	3.04	17.83	20.81	18.29	4.90	1.00	1.57	12.83	15.45
50th-Percentile Queue Length [ft/ln]	178.56	701.06	38.39	75.98	445.72	520.25	457.31	122.62	25.10	39.24	320.70	386.30
95th-Percentile Queue Length [veh/ln]	12.26	38.19	2.76	5.47	24.75	28.29	28.24	8.54	1.81	2.82	18.70	21.90
95th-Percentile Queue Length [ft/ln]	306.55	954.76	69.10	136.77	618.84	707.28	706.08	213.43	45.19	70.62	467.55	547.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	169.26	75.24	22.87	100.34	44.59	64.95	184.41	27.53	24.38	60.51	53.83	67.56
Movement LOS	F	F	C	F	D	E	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	87.09			54.95			101.36			55.33		
Approach LOS	F			D			F			E		
d_I, Intersection Delay [s/veh]	74.31											
Intersection LOS	E											
Intersection V/C	0.919											

Emissions

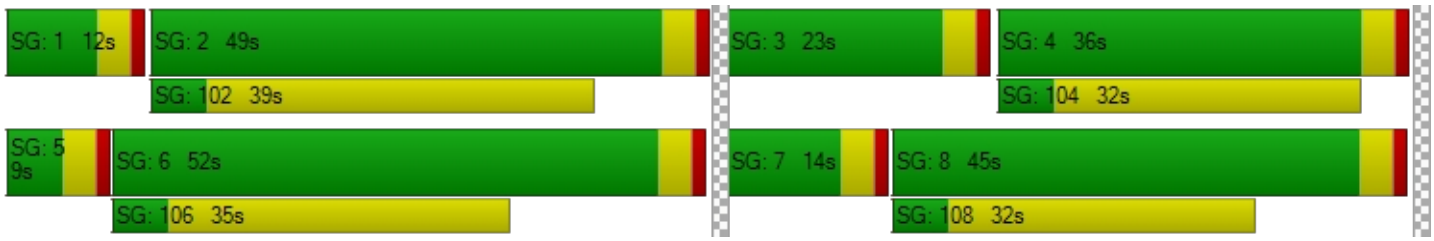
Vehicle Miles Traveled [mph]	143.58	767.07	42.23	76.02	620.73	297.53	178.94	186.44	14.25	11.19	96.61	48.69
Stops [stops/h]	428.54	1682.54	46.07	182.36	1069.73	624.30	1097.53	441.44	30.12	94.17	769.68	463.56
Fuel consumption [US gal/h]	20.20	70.85	2.42	7.96	45.77	25.77	53.24	18.62	1.32	3.39	26.32	16.40
CO [g/h]	1412.13	4952.59	168.86	556.12	3198.99	1801.43	3721.19	1301.25	92.19	237.06	1839.75	1146.56
NOx [g/h]	274.75	963.59	32.85	108.20	622.41	350.49	724.01	253.18	17.94	46.12	357.95	223.08
VOC [g/h]	327.28	1147.81	39.14	128.89	741.40	417.50	862.42	301.58	21.37	54.94	426.38	265.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.386	3.810	3.646	3.342
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	750	683	533
d_b, Bicycle Delay [s]	21.60	23.44	26.00	32.27
l_b,int, Bicycle LOS Score for Intersection	3.161	3.328	2.404	2.370
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	24	999	6	9	414	35	8	105	5	12	103	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	487	0	0	668	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	10	0	0	1	0	0	4
Total Hourly Volume [veh/h]	26	1576	5	10	1119	28	9	114	4	13	112	12
Peak Hour Factor	0.8643	0.8643	0.8643	0.7467	0.7467	0.7467	0.8393	0.8393	0.8393	0.8520	0.8520	0.8520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	456	1	3	375	9	3	34	1	4	33	4
Total Analysis Volume [veh/h]	30	1823	6	13	1499	37	11	136	5	15	131	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	5	32	0	21	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	12	33	0	22	36	0	22	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	71	71	2	70	70	1	10	10	2	10	10
g / C, Green / Cycle	0.03	0.71	0.71	0.02	0.70	0.70	0.01	0.10	0.10	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.33	0.33	0.01	0.41	0.02	0.01	0.04	0.00	0.01	0.07	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	51	2561	1343	28	2515	1123	25	358	160	32	195	166
d1, Uniform Delay [s]	48.00	6.38	6.38	48.82	7.94	4.76	48.93	42.19	40.73	48.65	43.24	40.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.12	0.62	1.18	11.62	1.05	0.05	11.68	0.67	0.08	10.30	3.96	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.47	0.47	0.47	0.60	0.03	0.44	0.38	0.03	0.47	0.67	0.08
d, Delay for Lane Group [s/veh]	58.12	6.99	7.55	60.44	8.99	4.81	60.61	42.85	40.81	58.95	47.19	40.82
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.86	4.28	4.69	0.41	7.49	0.23	0.35	1.58	0.11	0.46	3.29	0.32
50th-Percentile Queue Length [ft/ln]	21.47	106.93	117.36	10.26	187.17	5.69	8.75	39.57	2.84	11.43	82.14	7.95
95th-Percentile Queue Length [veh/ln]	1.55	7.67	8.25	0.74	11.97	0.41	0.63	2.85	0.20	0.82	5.91	0.57
95th-Percentile Queue Length [ft/ln]	38.65	191.73	206.19	18.47	299.36	10.25	15.75	71.22	5.11	20.58	147.85	14.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.12	7.19	7.55	60.44	8.99	4.81	60.61	42.85	40.81	58.95	47.19	40.82
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	8.01			9.32			44.07			47.74		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.74											
Intersection LOS	B											
Intersection V/C	0.506											

Emissions

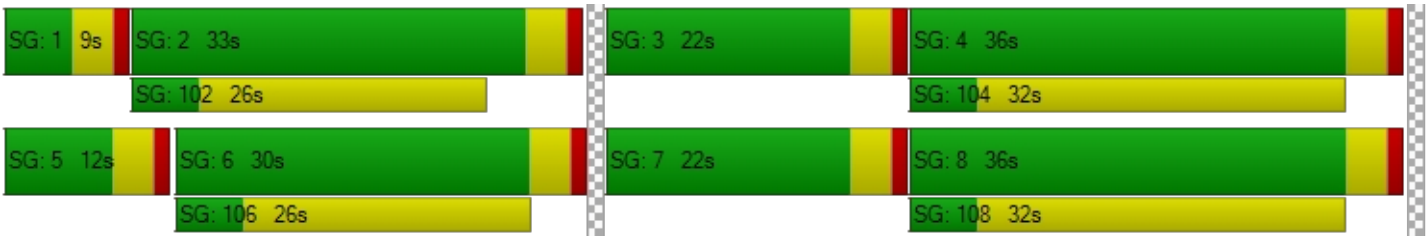
Vehicle Miles Traveled [mph]	5.89	235.59	123.54	6.46	744.72	18.38	5.52	68.21	2.51	4.02	35.13	3.75
Stops [stops/h]	30.92	307.97	169.00	14.77	539.06	8.20	12.60	113.96	4.09	16.46	118.28	11.45
Fuel consumption [US gal/h]	0.94	13.61	7.30	0.51	36.38	0.84	0.44	4.64	0.17	0.46	3.49	0.35
CO [g/h]	65.79	951.52	510.49	35.47	2542.80	58.59	30.80	324.53	11.73	31.95	243.72	24.15
NOx [g/h]	12.80	185.13	99.32	6.90	494.74	11.40	5.99	63.14	2.28	6.22	47.42	4.70
VOC [g/h]	15.25	220.52	118.31	8.22	589.32	13.58	7.14	75.21	2.72	7.40	56.48	5.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.310	3.090	2.529	2.526
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	580	640	640
d_b, Bicycle Delay [s]	27.38	25.21	23.12	23.12
l_b,int, Bicycle LOS Score for Intersection	2.583	2.846	1.686	1.830
Bicycle LOS	B	C	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	84	431	14	98	395	189	120	268	45	23	398	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	200	0	0	176	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	52	0	0	12	0	0	38
Total Hourly Volume [veh/h]	92	470	11	107	431	154	131	492	37	25	610	115
Peak Hour Factor	0.9010	0.9010	0.9010	0.8191	0.8191	0.8191	0.8730	0.8730	0.8730	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	130	3	33	132	47	38	141	11	8	183	35
Total Analysis Volume [veh/h]	102	522	12	131	526	188	150	564	42	30	732	138
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	22	0	7	22	0	10	29	0	6	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	26	0	12	27	0	13	33	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	27	27	7	29	29	8	27	27	3	21	21
g / C, Green / Cycle	0.07	0.34	0.34	0.09	0.36	0.36	0.10	0.34	0.34	0.03	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.06	0.14	0.14	0.07	0.20	0.20	0.08	0.16	0.16	0.02	0.24	0.24
s, saturation flow rate [veh/h]	1810	1900	1885	1810	1900	1731	1810	1900	1854	1810	1900	1797
c, Capacity [veh/h]	132	643	638	165	677	617	186	642	627	59	508	481
d1, Uniform Delay [s]	36.43	20.39	20.40	35.61	20.61	20.62	35.10	20.89	20.90	38.08	28.06	28.06
k, delay calibration	0.11	0.50	0.50	0.17	0.50	0.50	0.15	0.11	0.11	0.11	0.25	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.25	1.99	2.01	12.54	3.21	3.53	10.63	0.55	0.57	6.73	10.71	11.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.42	0.42	0.79	0.55	0.55	0.81	0.48	0.48	0.51	0.88	0.88
d, Delay for Lane Group [s/veh]	45.68	22.38	22.41	48.15	23.83	24.15	45.73	21.45	21.46	44.81	38.77	39.33
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.21	3.89	3.87	2.96	5.69	5.25	3.23	4.17	4.08	0.66	8.95	8.54
50th-Percentile Queue Length [ft/ln]	55.15	97.37	96.78	73.92	142.15	131.13	80.71	104.21	101.90	16.44	223.77	213.50
95th-Percentile Queue Length [veh/ln]	3.97	7.01	6.97	5.32	9.60	9.00	5.81	7.50	7.34	1.18	13.86	13.33
95th-Percentile Queue Length [ft/ln]	99.28	175.27	174.21	133.05	239.92	225.03	145.28	187.57	183.42	29.59	346.43	333.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.68	22.39	22.41	48.15	23.92	24.15	45.73	21.45	21.46	44.81	38.99	39.33
Movement LOS	D	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	26.13			27.73			26.27			39.24		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	30.35											
Intersection LOS	C											
Intersection V/C	0.571											

Emissions

Vehicle Miles Traveled [mph]	15.31	40.23	39.95	15.06	42.93	39.18	90.64	185.23	180.97	5.57	83.07	78.57
Stops [stops/h]	99.28	175.27	174.21	133.05	255.87	236.03	145.28	187.57	183.42	29.59	402.78	384.30
Fuel consumption [US gal/h]	2.47	4.38	4.36	3.13	5.86	5.40	6.31	10.02	9.79	0.83	11.38	10.86
CO [g/h]	172.79	306.38	304.45	218.81	409.70	377.22	441.01	700.33	684.46	58.20	795.69	758.83
NOx [g/h]	33.62	59.61	59.23	42.57	79.71	73.39	85.80	136.26	133.17	11.32	154.81	147.64
VOC [g/h]	40.05	71.01	70.56	50.71	94.95	87.42	102.21	162.31	158.63	13.49	184.41	175.87

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.626	2.823	2.851	2.832
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	575	725	625
d_b, Bicycle Delay [s]	21.03	20.31	16.26	18.91
l_b,int, Bicycle LOS Score for Intersection	2.088	2.300	2.193	2.333
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	37	274	152	40	113	23	14	150	12	173	442	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	7	22	7	14	9	31	212	7	10	165	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	47	0	0	9	0	0	5	0	0	16
Total Hourly Volume [veh/h]	63	306	141	51	137	25	46	376	15	199	647	48
Peak Hour Factor	0.8238	0.8238	0.8238	0.8554	0.8554	0.8554	0.8688	0.8688	0.8688	0.9003	0.9003	0.9003
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	93	43	15	40	7	13	108	4	55	180	13
Total Analysis Volume [veh/h]	76	371	171	60	160	29	53	433	17	221	719	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	25	0	12	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	26	0	12	26	0	9	25	0	17	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	29	29	4	28	28	3	20	20	12	28	28
g / C, Green / Cycle	0.06	0.36	0.36	0.05	0.35	0.35	0.04	0.25	0.25	0.14	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.11	0.03	0.08	0.02	0.03	0.23	0.01	0.12	0.21	0.21
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1855
c, Capacity [veh/h]	101	679	577	86	664	565	79	476	405	261	667	651
d1, Uniform Delay [s]	37.24	20.52	18.47	37.52	18.48	17.23	37.67	29.10	22.71	33.37	21.21	21.21
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.25	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.84	3.14	1.31	9.59	0.86	0.17	9.28	13.92	0.04	14.29	0.82	0.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.55	0.30	0.69	0.24	0.05	0.67	0.91	0.04	0.85	0.59	0.59
d, Delay for Lane Group [s/veh]	48.08	23.66	19.77	47.11	19.34	17.40	46.95	43.02	22.75	47.66	22.03	22.05
Lane Group LOS	D	C	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.72	5.73	2.34	1.35	2.14	0.36	1.17	9.18	0.23	4.93	5.49	5.36
50th-Percentile Queue Length [ft/ln]	43.06	143.27	58.53	33.79	53.43	9.04	29.26	229.52	5.74	123.18	137.27	134.07
95th-Percentile Queue Length [veh/ln]	3.10	9.66	4.21	2.43	3.85	0.65	2.11	14.15	0.41	8.57	9.33	9.16
95th-Percentile Queue Length [ft/ln]	77.51	241.42	105.35	60.81	96.17	16.27	52.67	353.75	10.33	214.19	233.34	229.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.08	23.66	19.77	47.11	19.34	17.40	46.95	43.02	22.75	47.66	22.04	22.05
Movement LOS	D	C	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	25.59			25.80			42.75			27.75		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	30.17											
Intersection LOS	C											
Intersection V/C	0.578											

Emissions

Vehicle Miles Traveled [mph]	33.40	163.07	75.16	4.72	12.60	2.28	3.51	28.64	1.12	32.20	56.93	55.56
Stops [stops/h]	77.51	257.89	105.35	60.81	96.17	16.27	52.67	413.14	10.33	221.72	247.08	241.33
Fuel consumption [US gal/h]	2.60	9.94	4.35	1.21	1.83	0.31	1.28	9.91	0.25	6.00	6.78	6.62
CO [g/h]	181.72	694.91	303.74	84.76	128.13	21.82	89.57	692.62	17.18	419.67	473.58	462.50
NOx [g/h]	35.36	135.20	59.10	16.49	24.93	4.24	17.43	134.76	3.34	81.65	92.14	89.99
VOC [g/h]	42.12	161.05	70.39	19.64	29.69	5.06	20.76	160.52	3.98	97.26	109.76	107.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.497	2.479	2.695	2.821
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	525	725
d_b, Bicycle Delay [s]	21.03	21.03	21.76	16.26
l_b,int, Bicycle LOS Score for Intersection	2.657	1.985	2.398	2.392
Bicycle LOS	B	A	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	19	888	51	28	328	30	25	84	14	125	222	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	473	85	193	467	31	0	0	0	1	16	153
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	16	0	0	4	0	0	72
Total Hourly Volume [veh/h]	21	1441	106	224	825	48	27	92	11	137	258	214
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	410	30	64	235	14	8	26	3	39	73	61
Total Analysis Volume [veh/h]	24	1641	121	255	940	55	31	105	13	156	294	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	23	44	0	5	32	0	13	40	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	20	41	0	9	36	0	14	41	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	47	47	16	61	61	3	11	11	10	18	18
g / C, Green / Cycle	0.02	0.47	0.47	0.16	0.61	0.61	0.03	0.11	0.11	0.10	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.07	0.14	0.18	0.03	0.02	0.03	0.01	0.09	0.08	0.15
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	2454	766	286	3145	981	53	390	174	181	647	289
d1, Uniform Delay [s]	48.22	20.25	14.95	41.25	9.40	7.97	47.96	40.99	40.12	44.32	36.70	39.72
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.11	0.11	0.11	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.85	1.47	0.44	12.90	0.24	0.11	10.11	0.37	0.18	16.39	0.50	6.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.67	0.16	0.89	0.30	0.06	0.59	0.27	0.07	0.86	0.45	0.85
d, Delay for Lane Group [s/veh]	58.06	21.72	15.39	54.15	9.65	8.08	58.07	41.36	40.30	60.71	37.20	46.42
Lane Group LOS	E	C	B	D	A	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.69	9.17	1.54	6.91	2.87	0.45	0.89	1.17	0.29	4.48	3.13	6.07
50th-Percentile Queue Length [ft/ln]	17.35	229.27	38.42	172.71	71.85	11.16	22.14	29.19	7.17	112.08	78.14	151.79
95th-Percentile Queue Length [veh/ln]	1.25	14.14	2.77	11.22	5.17	0.80	1.59	2.10	0.52	7.96	5.63	10.11
95th-Percentile Queue Length [ft/ln]	31.22	353.43	69.16	280.47	129.32	20.09	39.86	52.54	12.91	198.90	140.66	252.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.06	21.72	15.39	54.15	9.65	8.08	58.07	41.36	40.30	60.71	37.20	46.42
Movement LOS	E	C	B	D	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	21.78			18.66			44.74			45.73		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	25.94											
Intersection LOS	C											
Intersection V/C	0.626											

Emissions

Vehicle Miles Traveled [mph]	9.96	681.11	50.22	76.16	280.75	16.43	2.19	7.43	0.92	28.71	54.11	44.91
Stops [stops/h]	24.98	990.44	55.33	248.70	310.37	16.07	31.89	84.07	10.33	161.40	225.05	218.58
Fuel consumption [US gal/h]	0.94	42.91	2.79	8.51	15.33	0.85	0.84	2.18	0.27	4.92	6.88	6.56
CO [g/h]	65.40	2999.68	194.91	595.03	1071.46	59.65	58.57	152.62	18.63	343.78	480.81	458.69
NOx [g/h]	12.72	583.63	37.92	115.77	208.47	11.61	11.40	29.69	3.63	66.89	93.55	89.24
VOC [g/h]	15.16	695.21	45.17	137.90	248.32	13.82	13.57	35.37	4.32	79.67	111.43	106.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.318	3.350	2.597	2.874
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	740	640	740
d_b, Bicycle Delay [s]	27.38	19.85	23.12	19.85
l_b,int, Bicycle LOS Score for Intersection	2.561	2.256	1.686	2.192
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	101	339	14	52	200	45	62	108	53	3	146	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	5	10	7	18	56	68	0	1	66	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	391	20	67	225	67	124	186	58	4	225	71
Peak Hour Factor	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	110	6	19	63	19	35	52	16	1	63	20
Total Analysis Volume [veh/h]	124	440	23	75	253	75	140	209	65	5	253	80
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	425	451	454	413	437	476	417	441	480	510	551
Degree of Utilization, x	0.29	0.51	0.51	0.18	0.58	0.16	0.34	0.47	0.14	0.01	0.60

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.20	2.87	2.83	0.66	3.57	0.55	1.46	2.49	0.47	0.03	4.00
95th-Percentile Queue Length [ft]	30.00	71.77	70.73	16.40	89.28	13.87	36.41	62.24	11.64	0.74	100.04
Approach Delay [s/veh]	17.85			18.26			16.17			18.60	
Approach LOS	C			C			C			C	
Intersection Delay [s/veh]	17.69										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	37.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	61	353	0	8	448	75	264	116	43	2	74	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	29	0	0	21	0	0	23
Total Hourly Volume [veh/h]	127	1194	13	29	882	86	366	245	61	23	320	68
Peak Hour Factor	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	353	4	9	261	25	108	72	18	7	95	20
Total Analysis Volume [veh/h]	150	1411	15	34	1042	102	432	289	72	27	378	80
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	37	0	5	32	0	26	26	0	26	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	43	0	19	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	52	52	3	44	44	28	36	36	3	11	11
g / C, Green / Cycle	0.10	0.47	0.47	0.03	0.40	0.40	0.25	0.33	0.33	0.03	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.08	0.39	0.01	0.02	0.29	0.06	0.24	0.08	0.04	0.01	0.07	0.05
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	179	1706	762	54	1456	650	457	1180	527	49	520	162
d1, Uniform Delay [s]	48.72	25.18	15.50	52.78	27.57	20.95	40.33	27.15	26.15	52.83	48.01	46.82
k, delay calibration	0.27	0.50	0.50	0.11	0.50	0.50	0.40	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.67	4.75	0.05	11.75	3.04	0.51	26.23	0.11	0.12	9.12	1.96	2.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.83	0.02	0.63	0.72	0.16	0.94	0.25	0.14	0.55	0.73	0.49
d, Delay for Lane Group [s/veh]	70.39	29.93	15.55	64.53	30.61	21.47	66.56	27.26	26.26	61.95	49.96	49.13
Lane Group LOS	E	C	B	E	C	C	E	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.00	15.65	0.20	1.08	11.35	1.69	14.39	2.73	1.32	0.85	3.38	2.14
50th-Percentile Queue Length [ft/ln]	124.90	391.18	5.00	26.97	283.68	42.25	359.87	68.17	32.93	21.22	84.49	53.46
95th-Percentile Queue Length [veh/ln]	8.66	22.13	0.36	1.94	16.87	3.04	20.62	4.91	2.37	1.53	6.08	3.85
95th-Percentile Queue Length [ft/ln]	216.55	553.36	9.01	48.55	421.79	76.04	515.43	122.70	59.27	38.20	152.08	96.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.39	29.93	15.55	64.53	30.61	21.47	66.56	27.26	26.26	61.95	49.96	49.13
Movement LOS	E	C	B	E	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	33.64			30.80			48.58			50.49		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	37.78											
Intersection LOS	D											
Intersection V/C	0.721											

Emissions

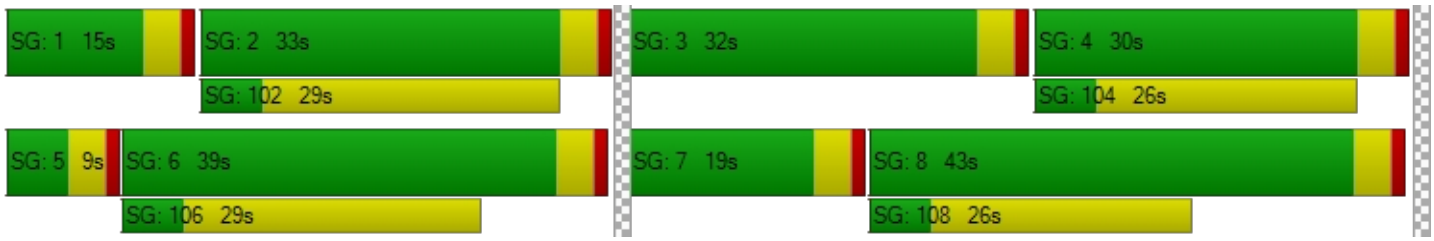
Vehicle Miles Traveled [mph]	9.77	91.92	0.98	2.69	82.53	8.08	47.07	31.49	7.85	13.60	190.45	40.31
Stops [stops/h]	163.51	1024.17	6.55	35.31	742.73	55.30	471.10	178.48	43.11	27.78	331.81	69.98
Fuel consumption [US gal/h]	4.52	24.48	0.16	0.98	18.55	1.41	12.17	4.48	1.09	1.10	13.92	2.93
CO [g/h]	315.70	1711.05	11.35	68.35	1296.92	98.57	850.34	313.45	76.14	76.93	973.34	204.88
NOx [g/h]	61.42	332.91	2.21	13.30	252.33	19.18	165.45	60.99	14.81	14.97	189.38	39.86
VOC [g/h]	73.17	396.55	2.63	15.84	300.57	22.84	197.08	72.65	17.65	17.83	225.58	47.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.138	3.274	2.908	2.796
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	709	473
d_b, Bicycle Delay [s]	25.57	29.82	22.91	32.07
l_b,int, Bicycle LOS Score for Intersection	2.863	2.555	2.231	1.839
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	25.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	0	0	0	0	0	529	0	0	238	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	16	1	7	7	7	48	820	46	8	560	9
Peak Hour Factor	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	7	0	3	3	3	20	344	19	3	235	4
Total Analysis Volume [veh/h]	60	27	2	12	12	12	81	1377	77	13	940	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	473	479	539	583	583	593	507	545	545	548
Degree of Utilization, x	0.19	0.08	0.15	0.83	0.83	0.82	0.03	0.58	0.58	0.58

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.69	0.24	0.53	8.69	8.69	8.32	0.08	3.73	3.73	3.70
95th-Percentile Queue Length [ft]	17.13	6.06	13.14	217.3	217.3	207.9	1.97	93.28	93.28	92.40
Approach Delay [s/veh]	12.36	11.11	30.52				18.03			
Approach LOS	B	B	D				C			
Intersection Delay [s/veh]	25.04									
Intersection LOS	D									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	36.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	75	15	529	21	0	246	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	43	0	0	25	0	0	6
Total Hourly Volume [veh/h]	49	111	45	13	99	127	298	847	74	69	511	17
Peak Hour Factor	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	41	17	5	36	47	109	311	27	25	188	6
Total Analysis Volume [veh/h]	72	163	66	19	145	187	438	1244	109	101	751	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	6	32	0	6	32	0	51	53	53	13	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	29	43	43	12	26	26
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	35	35	35	2	32	25	40	49	7	22	28
g / C, Green / Cycle	0.35	0.35	0.35	0.02	0.32	0.25	0.40	0.49	0.07	0.22	0.28
(v / s)_i Volume / Saturation Flow Rate	0.13	0.09	0.04	0.01	0.19	0.24	0.34	0.07	0.06	0.21	0.02
s, saturation flow rate [veh/h]	552	1900	1615	1810	1728	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	210	661	561	40	553	452	1444	790	128	796	456
d1, Uniform Delay [s]	32.77	23.27	22.18	48.30	28.62	37.11	27.52	14.00	45.71	38.39	26.16
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.38	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.43	0.89	0.43	8.24	4.76	13.48	1.64	0.28	10.10	6.51	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.25	0.12	0.47	0.60	0.97	0.86	0.14	0.79	0.94	0.05
d, Delay for Lane Group [s/veh]	37.20	24.17	22.61	56.54	33.38	50.59	29.16	14.27	55.80	44.90	26.21
Lane Group LOS	D	C	C	E	C	D	C	B	E	D	C
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.40	2.88	1.11	0.55	7.03	11.67	12.77	1.30	2.74	9.30	0.42
50th-Percentile Queue Length [ft/ln]	34.96	71.89	27.83	13.65	175.72	291.82	319.18	32.55	68.50	232.43	10.56
95th-Percentile Queue Length [veh/ln]	2.52	5.18	2.00	0.98	11.38	17.28	18.63	2.34	4.93	14.30	0.76
95th-Percentile Queue Length [ft/ln]	62.93	129.39	50.10	24.57	284.42	431.90	465.67	58.59	123.30	357.45	19.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.20	24.17	22.61	56.54	33.38	33.38	50.59	29.16	14.27	55.80	44.90	26.21
Movement LOS	D	C	C	E	C	C	D	C	B	E	D	C
d_A, Approach Delay [s/veh]	26.94			34.63			33.49			45.62		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	36.22											
Intersection LOS	D											
Intersection V/C	0.646											

Emissions

Vehicle Miles Traveled [mph]	18.14	41.07	16.63	9.54	166.72	40.21	114.21	10.01	25.06	186.31	6.20
Stops [stops/h]	50.34	103.52	40.08	19.66	253.04	420.22	919.23	46.87	98.64	669.41	15.21
Fuel consumption [US gal/h]	1.57	3.06	1.21	0.79	11.12	11.11	22.73	1.24	3.23	21.57	0.54
CO [g/h]	109.74	214.17	84.55	55.22	777.02	776.72	1588.52	86.84	225.93	1507.78	37.40
NOx [g/h]	21.35	41.67	16.45	10.74	151.18	151.12	309.07	16.90	43.96	293.36	7.28
VOC [g/h]	25.43	49.64	19.60	12.80	180.08	180.01	368.15	20.13	52.36	349.44	8.67

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.329	2.508	3.229	3.074
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	640	780	440
d_b, Bicycle Delay [s]	23.12	23.12	18.61	30.42
l_b,int, Bicycle LOS Score for Intersection	2.081	2.210	3.058	2.288
Bicycle LOS	B	B	C	B

Sequence

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

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	592	0	0	333	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	12	0	0	28	0	0	3
Total Hourly Volume [veh/h]	114	146	8	7	26	36	293	1245	85	3	753	8
Peak Hour Factor	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	51	3	2	9	13	102	434	30	1	263	3
Total Analysis Volume [veh/h]	159	204	11	10	36	50	409	1737	119	4	1051	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	27	57	0	5	35	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	32	60	0	10	38	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	24	56	56	1	32	32
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.24	0.56	0.56	0.01	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.11	0.01	0.05	0.23	0.48	0.07	0.00	0.29	0.01
s, saturation flow rate [veh/h]	1332	1883	1185	1723	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	412	592	312	542	443	2021	902	13	1160	518
d1, Uniform Delay [s]	31.46	26.54	32.06	24.75	36.82	18.72	10.51	49.41	32.52	23.23
k, delay calibration	0.50	0.50	0.50	0.50	0.31	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	1.73	0.19	0.63	19.13	1.15	0.07	13.72	3.01	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.36	0.03	0.16	0.92	0.86	0.13	0.32	0.91	0.02
d, Delay for Lane Group [s/veh]	34.18	28.27	32.25	25.37	55.95	19.88	10.57	63.13	35.53	23.25
Lane Group LOS	C	C	C	C	E	B	B	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.44	4.10	0.21	1.52	11.56	14.81	1.13	0.14	11.82	0.17
50th-Percentile Queue Length [ft/ln]	86.03	102.41	5.16	37.90	288.91	370.17	28.25	3.61	295.47	4.30
95th-Percentile Queue Length [veh/ln]	6.19	7.37	0.37	2.73	17.13	21.12	2.03	0.26	17.46	0.31
95th-Percentile Queue Length [ft/ln]	154.85	184.34	9.28	68.23	428.29	527.94	50.85	6.50	436.42	7.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.18	28.27	28.27	32.25	25.37	25.37	55.95	19.88	10.57	63.13	35.53	23.25
Movement LOS	C	C	C	C	C	C	E	B	B	E	D	C
d_A, Approach Delay [s/veh]	30.78			26.09			25.90			35.51		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.08											
Intersection LOS	C											
Intersection V/C	0.636											

Emissions

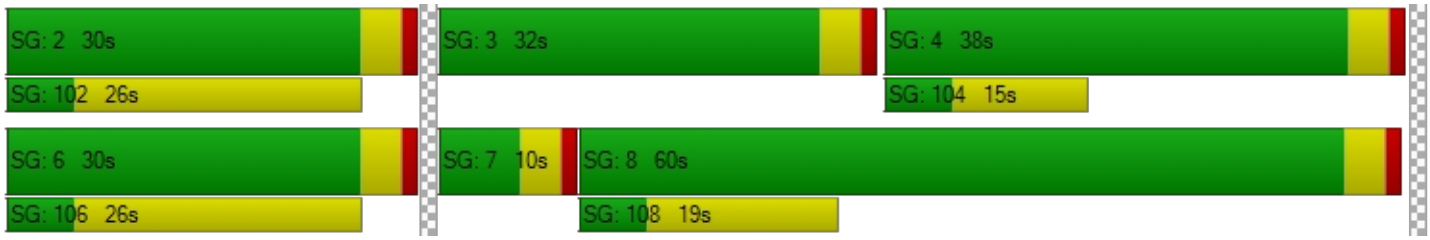
Vehicle Miles Traveled [mph]	54.01	73.03	2.42	20.79	47.90	203.42	13.94	0.33	86.13	0.90
Stops [stops/h]	123.88	147.47	7.43	54.58	416.03	1066.10	40.68	5.20	850.96	6.19
Fuel consumption [US gal/h]	4.26	5.30	0.23	1.72	11.47	27.25	1.24	0.13	21.13	0.16
CO [g/h]	297.59	370.58	15.74	120.56	801.82	1905.10	86.65	8.90	1477.08	11.17
NOx [g/h]	57.90	72.10	3.06	23.46	156.01	370.66	16.86	1.73	287.39	2.17
VOC [g/h]	68.97	85.89	3.65	27.94	185.83	441.53	20.08	2.06	342.33	2.59

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.325	2.282	3.594	3.168
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	1120	680
d_b, Bicycle Delay [s]	27.38	27.38	9.68	21.78
l_b,int, Bicycle LOS Score for Intersection	2.182	1.738	3.451	2.442
Bicycle LOS	B	A	C	B

Sequence

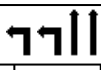
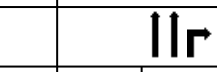
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	100	0	280	0	0	0	50	313	0	0	200	134
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	237	0	0	0	0	0	0	0	0	95
Total Hourly Volume [veh/h]	229	31	711	0	0	0	97	706	0	0	535	283
Peak Hour Factor	0.8478	0.8478	0.8478	1.0000	1.0000	1.0000	0.8478	0.8478	1.0000	1.0000	0.8478	0.8478
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	9	210	0	0	0	29	208	0	0	158	83
Total Analysis Volume [veh/h]	270	37	839	0	0	0	114	833	0	0	631	334
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	73	0	0	0	0	5	39	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	76	0	0	0	0	9	44	0	0	35	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	120	120	120		120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	75		5	37	28	28
g / C, Green / Cycle	0.63	0.63	0.63		0.04	0.30	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.08	0.10		0.03	0.23	0.17	0.21
s, saturation flow rate [veh/h]	1810	1831	8500		3514	3618	3618	1615
c, Capacity [veh/h]	1137	1150	5342		146	1103	832	371
d1, Uniform Delay [s]	9.05	9.04	9.19		56.95	37.66	43.10	44.86
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	0.24	0.06		8.60	1.08	1.45	18.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.13	0.16		0.78	0.76	0.76	0.90
d, Delay for Lane Group [s/veh]	9.30	9.28	9.25		65.55	38.74	44.55	63.62
Lane Group LOS	A	A	A		E	D	D	E
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.67	1.67	8.92		1.85	10.78	8.88	11.54
50th-Percentile Queue Length [ft/ln]	41.73	41.66	223.12		46.17	269.52	222.02	288.38
95th-Percentile Queue Length [veh/ln]	3.00	3.00	13.82		3.32	16.17	13.77	17.11
95th-Percentile Queue Length [ft/ln]	75.12	74.99	345.60		83.10	404.14	344.20	427.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.30	9.28	9.25	0.00	0.00	0.00	65.55	38.74	0.00	0.00	44.55	63.62
Movement LOS	A	A	A				E	D			D	E
d_A, Approach Delay [s/veh]	9.26			0.00			41.97			51.15		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	32.61											
Intersection LOS	C											
Intersection V/C	0.338											

Emissions

Vehicle Miles Traveled [mph]	22.98	22.98	125.61		16.39	119.73	73.89	39.11
Stops [stops/h]	50.08	50.00	267.74		110.80	646.84	532.84	346.05
Fuel consumption [US gal/h]	1.51	1.51	8.23		3.46	18.71	11.71	7.85
CO [g/h]	105.78	105.71	575.31		241.84	1308.03	818.26	548.40
NOx [g/h]	20.58	20.57	111.93		47.05	254.50	159.20	106.70
VOC [g/h]	24.51	24.50	133.33		56.05	303.15	189.64	127.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.144	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	0	667	517
d_b, Bicycle Delay [s]	9.60	60.00	26.67	33.00
l_b,int, Bicycle LOS Score for Intersection	3.842	4.132	2.341	2.434
Bicycle LOS	D	D	B	B

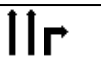
Sequence

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

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.350

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	187	4	37	0	218	29	130	295	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	280	0	100	0	83	50	134	166	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	35	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	0	484	4	105	0	321	61	276	488	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8617	0.8617	0.8617	1.0000	0.8328	0.8328	0.8983	0.8983	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	140	1	30	0	96	18	77	136	0
Total Analysis Volume [veh/h]	0	0	0	562	5	122	0	385	73	307	543	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		30	30	30	10	10	8	22
g / C, Green / Cycle		0.50	0.50	0.50	0.17	0.17	0.13	0.36
(v / s)_i Volume / Saturation Flow Rate		0.16	0.16	0.08	0.11	0.05	0.09	0.15
s, saturation flow rate [veh/h]		1810	1811	1615	3618	1615	3514	3618
c, Capacity [veh/h]		905	906	808	603	269	467	1325
d1, Uniform Delay [s]		8.88	8.88	8.10	23.32	21.82	24.71	14.18
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.90	0.90	0.40	1.13	0.54	1.58	0.20
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.31	0.31	0.15	0.64	0.27	0.66	0.41
d, Delay for Lane Group [s/veh]		9.78	9.78	8.50	24.45	22.36	26.29	14.38
Lane Group LOS		A	A	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		1.89	1.90	0.74	2.32	0.83	1.94	2.28
50th-Percentile Queue Length [ft/ln]		47.37	47.39	18.59	57.98	20.74	48.44	57.03
95th-Percentile Queue Length [veh/ln]		3.41	3.41	1.34	4.17	1.49	3.49	4.11
95th-Percentile Queue Length [ft/ln]		85.26	85.31	33.47	104.36	37.33	87.19	102.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.78	9.78	8.50	0.00	24.45	22.36	26.29	14.38	0.00
Movement LOS				A	A	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			9.55			24.12			18.68		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	16.78											
Intersection LOS	B											
Intersection V/C	0.350											

Emissions

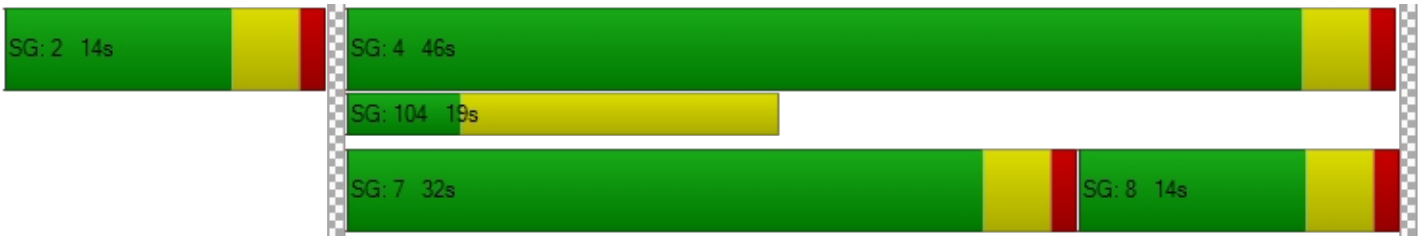
Vehicle Miles Traveled [mph]		19.00	19.01	8.18	43.83	8.31	44.13	78.05
Stops [stops/h]		113.68	113.74	44.62	278.30	49.77	232.50	273.74
Fuel consumption [US gal/h]		2.36	2.36	0.94	6.88	1.24	6.05	7.67
CO [g/h]		165.07	165.17	65.86	480.81	86.39	422.58	535.99
NOx [g/h]		32.12	32.14	12.81	93.55	16.81	82.22	104.28
VOC [g/h]		38.26	38.28	15.26	111.43	20.02	97.94	124.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.284	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	333	1400
d_b, Bicycle Delay [s]	30.00	20.83	20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.754	1.955	2.261
Bicycle LOS	D	C	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	74	297	98	54	174	43	23	193	48	80	334	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	23	0	1	7	0	0	0	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	27	0	0	12	0	0	13	0	0	35
Total Hourly Volume [veh/h]	98	347	80	60	197	35	25	210	39	87	364	104
Peak Hour Factor	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	100	23	17	57	10	7	60	11	25	105	30
Total Analysis Volume [veh/h]	113	399	92	69	226	40	29	241	45	100	418	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	9	26	0	9	26	0	5	22	0	7	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	14	30	0	9	26	0	10	27	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	44	44	4	42	42	2	10	10	6	13	13
g / C, Green / Cycle	0.08	0.55	0.55	0.05	0.52	0.52	0.03	0.13	0.13	0.07	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.06	0.13	0.13	0.04	0.07	0.07	0.02	0.07	0.03	0.06	0.12	0.07
s, saturation flow rate [veh/h]	1810	1900	1779	1810	1900	1803	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	145	1051	984	90	994	943	54	456	203	128	603	269
d1, Uniform Delay [s]	36.10	9.21	9.22	37.53	9.79	9.81	38.25	32.74	31.43	36.56	31.40	30.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.72	0.54	0.58	12.37	0.28	0.31	7.96	0.95	0.54	9.83	1.44	1.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.24	0.24	0.76	0.14	0.14	0.54	0.53	0.22	0.78	0.69	0.45
d, Delay for Lane Group [s/veh]	44.82	9.75	9.80	49.90	10.08	10.12	46.21	33.69	31.98	46.39	32.84	31.15
Lane Group LOS	D	A	A	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.39	2.00	1.91	1.57	1.10	1.07	0.65	2.11	0.77	2.16	3.66	2.03
50th-Percentile Queue Length [ft/ln]	59.64	50.12	47.68	39.25	27.45	26.79	16.25	52.73	19.13	53.96	91.40	50.65
95th-Percentile Queue Length [veh/ln]	4.29	3.61	3.43	2.83	1.98	1.93	1.17	3.80	1.38	3.88	6.58	3.65
95th-Percentile Queue Length [ft/ln]	107.34	90.21	85.83	70.65	49.42	48.22	29.26	94.92	34.44	97.12	164.52	91.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.82	9.77	9.80	49.90	10.09	10.12	46.21	33.69	31.98	46.39	32.84	31.15
Movement LOS	D	A	A	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	16.33			18.29			34.60			34.64		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	25.90											
Intersection LOS	C											
Intersection V/C	0.304											

Emissions

Vehicle Miles Traveled [mph]	56.63	126.50	119.54	34.54	67.58	65.57	14.68	121.98	22.78	16.63	69.50	19.95
Stops [stops/h]	107.34	90.21	85.83	70.65	49.42	48.22	29.26	189.84	34.44	97.12	329.03	91.16
Fuel consumption [US gal/h]	4.31	5.96	5.64	2.76	3.21	3.12	1.14	8.19	1.50	2.72	9.27	2.58
CO [g/h]	301.00	416.51	394.28	193.12	224.23	217.86	79.66	572.75	104.97	190.23	647.72	180.21
NOx [g/h]	58.56	81.04	76.71	37.57	43.63	42.39	15.50	111.44	20.42	37.01	126.02	35.06
VOC [g/h]	69.76	96.53	91.38	44.76	51.97	50.49	18.46	132.74	24.33	44.09	150.12	41.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.631	2.585	2.689	2.767
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	575
d_b, Bicycle Delay [s]	18.23	18.23	21.03	20.31
l_b,int, Bicycle LOS Score for Intersection	2.080	1.846	1.830	2.115
Bicycle LOS	B	A	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	91	634	50	62	407	16	13	205	96	107	342	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	401	0	0	471	2	11	0	16	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	5	0	0	30	0	0	28
Total Hourly Volume [veh/h]	101	1092	37	68	915	14	25	223	91	117	390	84
Peak Hour Factor	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	350	12	22	293	4	8	71	29	37	125	27
Total Analysis Volume [veh/h]	129	1400	47	87	1173	18	32	286	117	150	500	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	47	0	6	39	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	30	0	14	32	0	9	30	0	16	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	49	49	6	47	47	3	10	10	9	16	16
g / C, Green / Cycle	0.09	0.55	0.55	0.06	0.52	0.52	0.03	0.11	0.11	0.10	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.07	0.27	0.03	0.05	0.32	0.01	0.02	0.08	0.07	0.08	0.14	0.07
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	160	2823	881	113	1879	839	56	407	182	184	664	297
d1, Uniform Delay [s]	40.26	12.75	9.58	41.56	15.39	10.52	43.03	38.49	38.21	39.58	34.80	32.14
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.10	0.63	0.12	10.52	1.58	0.05	9.00	2.22	3.78	10.15	1.75	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.50	0.05	0.77	0.62	0.02	0.57	0.70	0.64	0.81	0.75	0.36
d, Delay for Lane Group [s/veh]	49.35	13.37	9.69	52.08	16.97	10.56	52.03	40.71	42.00	49.73	36.56	32.89
Lane Group LOS	D	B	A	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.07	5.14	0.40	2.15	7.73	0.16	0.81	3.02	2.54	3.72	5.25	2.09
50th-Percentile Queue Length [ft/ln]	76.87	128.45	10.12	53.66	193.29	4.11	20.31	75.50	63.55	93.02	131.27	52.30
95th-Percentile Queue Length [veh/ln]	5.53	8.86	0.73	3.86	12.29	0.30	1.46	5.44	4.58	6.70	9.01	3.77
95th-Percentile Queue Length [ft/ln]	138.36	221.39	18.21	96.60	307.29	7.40	36.56	135.90	114.39	167.44	225.21	94.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.35	13.37	9.69	52.08	16.97	10.56	52.03	40.71	42.00	49.73	36.56	32.89
Movement LOS	D	B	A	D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	16.21			19.27			41.89			38.64		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	24.14											
Intersection LOS	C											
Intersection V/C	0.557											

Emissions

Vehicle Miles Traveled [mph]	6.90	74.94	2.52	38.33	516.85	7.93	3.10	27.75	11.35	75.92	253.06	54.66
Stops [stops/h]	122.99	616.57	16.18	85.86	618.53	6.58	32.50	241.60	101.68	148.84	420.05	83.68
Fuel consumption [US gal/h]	3.06	14.04	0.38	3.30	29.46	0.39	0.85	6.32	2.65	5.47	16.46	3.44
CO [g/h]	213.99	981.72	26.57	230.92	2059.06	27.43	59.37	442.07	185.46	382.04	1150.39	240.13
NOx [g/h]	41.63	191.01	5.17	44.93	400.62	5.34	11.55	86.01	36.08	74.33	223.82	46.72
VOC [g/h]	49.59	227.52	6.16	53.52	477.21	6.36	13.76	102.45	42.98	88.54	266.61	55.65

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.305	3.198	2.871	2.692
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	622	578	733
d_b, Bicycle Delay [s]	22.76	21.36	22.76	18.05
l_b,int, Bicycle LOS Score for Intersection	2.434	2.618	1.943	2.208
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	7	0	13	11	301	0	0	367	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	21	0	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	8	0	14	12	349	0	0	400	41
Peak Hour Factor	1.0000	1.0000	1.0000	0.7917	1.0000	0.7917	0.6689	0.6689	0.6689	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	0	4	4	130	0	0	128	13
Total Analysis Volume [veh/h]	0	0	0	10	0	18	18	522	0	0	511	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	18.75	22.62	9.84	19.43	0.00	10.12	8.60	0.00	0.00	8.41	0.00	0.00
Movement LOS	C	C	A	C		B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	0.00	0.08	0.05	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.99	0.00	1.92	1.35	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.07			13.44			0.29			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	0.47											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	170.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	55	20	206	58	2	1	84	2	62	87	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	22	246	63	2	1	92	2	68	95	261
Peak Hour Factor	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	7	73	19	1	0	27	1	20	28	78
Total Analysis Volume [veh/h]	0	71	26	293	75	2	1	109	2	81	113	310
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	521	516	556	461	493	494	513	546	612
Degree of Utilization, x	0.19	0.57	0.14	0.00	0.11	0.11	0.19	0.18	0.51

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.68	3.50	0.48	0.01	0.38	0.38	0.69	0.64	2.87
95th-Percentile Queue Length [ft]	16.95	87.59	11.95	0.16	9.46	9.42	17.29	16.04	71.63
Approach Delay [s/veh]	11.49	16.74		10.91			13.15		
Approach LOS	B	C		B			B		
Intersection Delay [s/veh]	14.00								
Intersection LOS	B								

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

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

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	155	3	80	41	1	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	3	87	45	1	96
Peak Hour Factor	0.6058	0.6058	0.6058	0.6058	0.6058	0.6058
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	1	36	19	0	40
Total Analysis Volume [veh/h]	279	5	144	74	2	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.11	0.00	0.01	0.18
d_M, Delay for Movement [s/veh]	0.00	0.00	8.14	0.00	14.37	9.92
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.38	0.00	0.02	0.64
95th-Percentile Queue Length [ft/ln]	0.00	0.00	9.40	0.00	0.39	16.09
d_A, Approach Delay [s/veh]	0.00		5.38		9.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.18					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	66	231	22	54	200	68	56	89	42	36	147	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	40	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	292	22	59	225	74	61	97	46	39	160	68
Peak Hour Factor	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	86	7	17	67	22	18	29	14	12	47	20
Total Analysis Volume [veh/h]	92	345	26	70	266	87	72	115	54	46	189	80
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	494	528	536	492	526	551	513	565	496	529	583
Degree of Utilization, x	0.19	0.35	0.35	0.14	0.34	0.32	0.14	0.30	0.09	0.36	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.68	1.57	1.53	0.49	1.47	1.37	0.48	1.25	0.31	1.61	0.47
95th-Percentile Queue Length [ft]	16.94	39.14	38.37	12.34	36.70	34.27	12.12	31.24	7.63	40.23	11.84
Approach Delay [s/veh]	12.77			12.39			11.50		12.02		
Approach LOS	B			B			B		B		
Intersection Delay [s/veh]	12.28										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	32	621	138	14	612	12	21	4	18	211	4	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	402	0	0	485	2	1	0	10	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	150	0	0	15	0	0	30	0	0	51
Total Hourly Volume [veh/h]	43	1079	0	15	1152	0	24	4	0	230	10	0
Peak Hour Factor	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	286	0	4	306	0	6	1	0	61	3	0
Total Analysis Volume [veh/h]	46	1146	0	16	1223	0	25	4	0	244	11	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	37	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	50	50	43	43	43	5	13	13	13
g / C, Green / Cycle	0.04	0.63	0.63	0.54	0.54	0.54	0.06	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.21	0.03	0.24	0.00	0.02	0.13	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	498	5176	1615	1821	1810	1900	1615
c, Capacity [veh/h]	73	2269	1192	290	2779	867	109	295	309	263
d1, Uniform Delay [s]	37.80	7.01	7.01	14.77	11.23	0.00	35.92	32.41	28.20	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.60	0.39	0.75	0.36	0.51	0.00	1.29	5.92	0.05	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.33	0.33	0.06	0.44	0.00	0.27	0.83	0.04	0.00
d, Delay for Lane Group [s/veh]	46.39	7.40	7.76	15.13	11.74	0.00	37.21	38.33	28.25	0.00
Lane Group LOS	D	A	A	B	B	A	D	D	C	A
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.05	2.68	2.93	0.19	3.71	0.00	0.58	4.98	0.18	0.00
50th-Percentile Queue Length [ft/ln]	26.13	66.90	73.20	4.74	92.77	0.00	14.41	124.61	4.51	0.00
95th-Percentile Queue Length [veh/ln]	1.88	4.82	5.27	0.34	6.68	0.00	1.04	8.65	0.32	0.00
95th-Percentile Queue Length [ft/ln]	47.03	120.42	131.76	8.53	166.98	0.00	25.94	216.14	8.12	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.39	7.53	7.76	15.13	11.74	0.00	37.21	37.21	37.21	38.33	28.25	0.00
Movement LOS	D	A	A	B	B	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	9.03			11.78			37.21			37.89		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	13.30											
Intersection LOS	B											
Intersection V/C	0.412											

Emissions

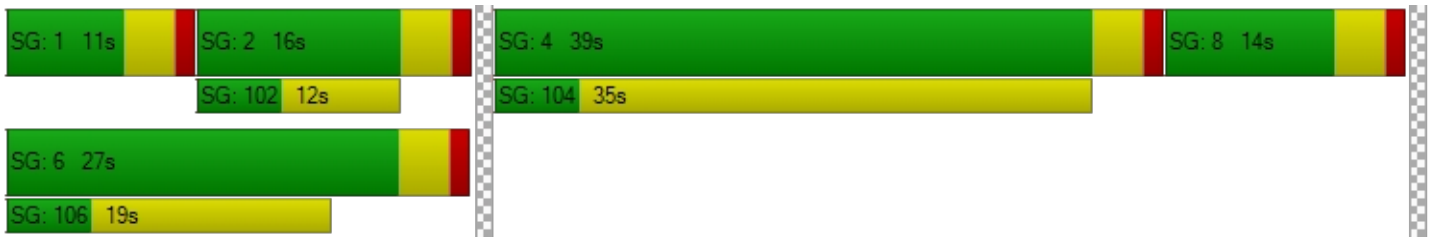
Vehicle Miles Traveled [mph]	22.96	374.99	196.95	1.55	118.33	0.00	2.31	123.27	5.56	0.00
Stops [stops/h]	47.03	240.84	131.76	8.53	500.95	0.00	25.94	224.29	8.12	0.00
Fuel consumption [US gal/h]	1.64	17.90	9.46	0.21	13.21	0.00	0.42	8.31	0.34	0.00
CO [g/h]	114.58	1251.20	661.16	14.57	923.14	0.00	29.57	580.63	24.07	0.00
NOx [g/h]	22.29	243.44	128.64	2.83	179.61	0.00	5.75	112.97	4.68	0.00
VOC [g/h]	26.55	289.98	153.23	3.38	213.95	0.00	6.85	134.57	5.58	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.195	1.806	2.319
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.298	2.249	1.657	2.065
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	39.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	48	0	0	55	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	54	0	0	62	0	0	12	0	0	37
Total Hourly Volume [veh/h]	90	102	163	130	123	184	121	510	37	189	707	112
Peak Hour Factor	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	36	57	46	43	65	43	180	13	67	249	39
Total Analysis Volume [veh/h]	127	144	230	183	173	259	170	718	52	266	995	158
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	18	35	0	14	31	0	19	26	0	29	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	34	0	16	35	0	15	28	0	22	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	31	12	35	35	11	24	24	17	30	30
g / C, Green / Cycle	0.09	0.31	0.12	0.35	0.35	0.11	0.24	0.24	0.17	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.07	0.22	0.10	0.09	0.16	0.09	0.20	0.03	0.15	0.28	0.10
s, saturation flow rate [veh/h]	1810	1714	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	159	539	214	656	557	199	874	390	299	1074	480
d1, Uniform Delay [s]	44.74	30.06	43.22	23.59	25.54	43.71	35.87	29.71	40.83	34.08	27.39
k, delay calibration	0.11	0.50	0.21	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.85	7.20	16.51	0.98	2.77	9.93	2.00	0.15	8.84	4.04	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.69	0.85	0.26	0.46	0.85	0.82	0.13	0.89	0.93	0.33
d, Delay for Lane Group [s/veh]	53.59	37.25	59.73	24.57	28.31	53.64	37.87	29.86	49.68	38.13	27.79
Lane Group LOS	D	D	E	C	C	D	D	C	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.49	8.91	5.43	3.13	5.21	4.43	7.88	0.93	6.71	11.25	2.77
50th-Percentile Queue Length [ft/ln]	87.27	222.82	135.69	78.27	130.35	110.83	196.88	23.31	167.84	281.20	69.24
95th-Percentile Queue Length [veh/ln]	6.28	13.81	9.25	5.64	8.96	7.89	12.48	1.68	10.96	16.75	4.99
95th-Percentile Queue Length [ft/ln]	157.08	345.22	231.20	140.89	223.97	197.16	311.93	41.95	274.07	418.70	124.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.59	37.25	37.25	59.73	24.57	28.31	53.64	37.87	29.86	49.68	38.13	27.79
Movement LOS	D	D	D	E	C	C	D	D	C	D	D	C
d_A, Approach Delay [s/veh]	41.39			36.61			40.28			39.14		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	39.33											
Intersection LOS	D											
Intersection V/C	0.688											

Emissions

Vehicle Miles Traveled [mph]	17.81	52.46	25.47	24.08	36.05	85.07	359.32	26.02	69.49	259.92	41.27
Stops [stops/h]	125.67	320.86	195.39	112.72	187.70	159.60	567.01	33.56	241.68	809.84	99.70
Fuel consumption [US gal/h]	2.67	6.43	4.12	2.38	3.83	7.67	28.08	1.81	9.50	31.46	4.13
CO [g/h]	186.50	449.12	287.92	166.38	267.95	535.86	1963.12	126.51	664.23	2198.84	288.41
NOx [g/h]	36.29	87.38	56.02	32.37	52.13	104.26	381.95	24.61	129.23	427.81	56.11
VOC [g/h]	43.22	104.09	66.73	38.56	62.10	124.19	454.97	29.32	153.94	509.60	66.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.310	2.467	3.190	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	620	480	620
d_b, Bicycle Delay [s]	24.50	23.81	28.88	23.81
l_b,int, Bicycle LOS Score for Intersection	2.475	2.677	2.345	2.761
Bicycle LOS	B	B	B	C

Sequence

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

Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	95	228	136	25	238	75	77	416	109	212	782	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	0	0	7	0	23	48	0	0	55	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	37	0	0	21	0	0	30	0	0	9
Total Hourly Volume [veh/h]	104	272	111	27	266	61	107	501	89	231	907	25
Peak Hour Factor	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	75	31	7	73	17	30	138	25	64	251	7
Total Analysis Volume [veh/h]	115	301	123	30	294	67	118	554	98	255	1002	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	6	22	0	14	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	13	26	0	18	31	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	6	17	17	12	23	23
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.08	0.24	0.24	0.17	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.16	0.08	0.22	0.07	0.15	0.06	0.14	0.28	0.02
s, saturation flow rate [veh/h]	1037	1900	1615	1776	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	292	797	678	801	156	874	390	303	1169	522
d1, Uniform Delay [s]	19.34	14.01	12.76	14.97	31.28	23.77	21.43	28.25	22.18	16.32
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.96	1.36	0.59	2.13	7.37	0.77	0.33	10.95	1.94	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.38	0.18	0.49	0.76	0.63	0.25	0.84	0.86	0.05
d, Delay for Lane Group [s/veh]	23.30	15.38	13.35	17.09	38.65	24.53	21.76	39.19	24.12	16.36
Lane Group LOS	C	B	B	B	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.76	3.05	1.14	4.29	2.14	3.83	1.23	4.74	7.12	0.29
50th-Percentile Queue Length [ft/ln]	44.12	76.36	28.38	107.29	53.58	95.72	30.69	118.49	178.12	7.15
95th-Percentile Queue Length [veh/ln]	3.18	5.50	2.04	7.69	3.86	6.89	2.21	8.31	11.50	0.52
95th-Percentile Queue Length [ft/ln]	79.41	137.45	51.09	192.23	96.45	172.29	55.25	207.75	287.56	12.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.30	15.38	13.35	17.09	17.09	17.09	38.65	24.53	21.76	39.19	24.12	16.36
Movement LOS	C	B	B	B	B	B	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	16.60			17.09			26.34			26.94		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	23.63											
Intersection LOS	C											
Intersection V/C	0.562											

Emissions

Vehicle Miles Traveled [mph]	43.45	113.73	46.47	196.45	59.70	280.27	49.58	127.61	501.44	14.01
Stops [stops/h]	90.75	157.08	58.39	220.71	110.22	393.81	63.14	243.75	732.85	14.72
Fuel consumption [US gal/h]	3.16	6.79	2.65	10.84	4.15	16.67	2.83	9.00	30.08	0.74
CO [g/h]	221.10	474.85	185.46	757.58	290.03	1165.52	197.83	629.07	2102.58	51.71
NOx [g/h]	43.02	92.39	36.08	147.40	56.43	226.77	38.49	122.39	409.09	10.06
VOC [g/h]	51.24	110.05	42.98	175.58	67.22	270.12	45.85	145.79	487.29	11.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.708	2.368	3.082	2.939
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	771
d_b, Bicycle Delay [s]	16.46	16.46	16.46	13.21
l_b,int, Bicycle LOS Score for Intersection	2.510	2.239	2.220	2.627
Bicycle LOS	B	B	B	B

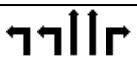
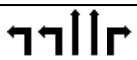
Sequence

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

Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	43.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	356	1	1	420	74	52	69	2	2	51	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	58	0	0	67	0	0	27	0	0	45
Total Hourly Volume [veh/h]	205	912	175	166	828	200	319	619	82	281	724	136
Peak Hour Factor	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	270	52	49	245	59	95	184	24	83	215	40
Total Analysis Volume [veh/h]	243	1082	208	197	982	237	378	734	97	333	859	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	17	43	0	8	34	0	14	32	0	21	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	48	0	12	36	0	17	36	0	24	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	51	51	8	41	41	13	31	31	14	32	32
g / C, Green / Cycle	0.15	0.43	0.43	0.07	0.34	0.34	0.11	0.26	0.26	0.11	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.13	0.30	0.13	0.06	0.27	0.08	0.11	0.20	0.06	0.09	0.24	0.10
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	271	1545	690	234	1245	983	381	933	416	404	957	427
d1, Uniform Delay [s]	50.10	28.09	22.60	55.37	35.44	28.15	53.45	41.46	35.16	51.91	42.57	36.05
k, delay calibration	0.29	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	22.49	2.67	1.12	7.90	5.13	0.58	19.83	1.52	0.28	4.28	3.33	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.70	0.30	0.84	0.79	0.24	0.99	0.79	0.23	0.82	0.90	0.38
d, Delay for Lane Group [s/veh]	72.59	30.76	23.72	63.27	40.57	28.73	73.29	42.98	35.44	56.19	45.89	36.60
Lane Group LOS	E	C	C	E	D	C	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.65	12.55	3.92	3.13	13.21	2.44	6.64	10.05	2.24	5.06	12.38	3.85
50th-Percentile Queue Length [ft/ln]	216.23	313.82	98.02	78.29	330.31	61.06	165.91	251.13	56.01	126.38	309.39	96.35
95th-Percentile Queue Length [veh/ln]	13.47	18.36	7.06	5.64	19.17	4.40	10.86	15.24	4.03	8.74	18.14	6.94
95th-Percentile Queue Length [ft/ln]	336.80	459.08	176.43	140.92	479.34	109.91	271.53	381.08	100.81	218.57	453.62	173.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.59	30.76	23.72	63.27	40.57	28.73	73.29	42.98	35.44	56.19	45.89	36.60
Movement LOS	E	C	C	E	D	C	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	36.43			41.75			51.85			47.32		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	43.85											
Intersection LOS	D											
Intersection V/C	0.751											

Emissions

Vehicle Miles Traveled [mph]	91.48	407.34	78.31	98.32	490.09	118.28	84.19	163.48	21.60	168.47	434.58	81.45
Stops [stops/h]	259.47	753.17	117.62	187.89	792.75	146.54	398.18	602.72	67.21	303.31	742.54	115.62
Fuel consumption [US gal/h]	9.95	30.10	5.15	8.24	34.76	7.26	12.56	18.20	2.13	12.82	30.88	5.25
CO [g/h]	695.58	2103.93	360.03	576.15	2429.92	507.62	878.22	1271.90	149.15	896.22	2158.71	367.15
NOx [g/h]	135.33	409.35	70.05	112.10	472.77	98.76	170.87	247.46	29.02	174.37	420.01	71.43
VOC [g/h]	161.21	487.61	83.44	133.53	563.16	117.65	203.54	294.77	34.57	207.71	500.30	85.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.289	3.471	3.208	3.155
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	533	533	650
d_b, Bicycle Delay [s]	24.07	32.27	32.27	27.34
l_b,int, Bicycle LOS Score for Intersection	2.872	2.783	2.579	2.713
Bicycle LOS	C	C	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	148	0	1107	942	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0900	1.0000	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	337	297	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	161	0	1544	1324	77
Peak Hour Factor	1.0000	0.8409	1.0000	0.7814	0.9648	0.9648
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	48	0	494	343	20
Total Analysis Volume [veh/h]	0	191	0	1976	1372	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.60	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	21.07	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	30.77	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.07		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.11					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	192	0	423	0	0	0	69	686	0	0	719	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	168	0	0	0	45	169	0	0	149	148
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	157	0	0	0	0	0	0	0	0	138
Total Hourly Volume [veh/h]	298	0	472	0	0	0	120	917	0	0	933	415
Peak Hour Factor	0.8887	0.8887	0.8887	1.0000	1.0000	1.0000	0.8887	0.8887	1.0000	1.0000	0.8887	0.8887
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	0	133	0	0	0	34	258	0	0	262	117
Total Analysis Volume [veh/h]	335	0	531	0	0	0	135	1032	0	0	1050	467
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	7	50	0	0	39	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	25	0	0	0	0	11	45	0	0	34	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	70	70		70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27		7	35	24	24
g / C, Green / Cycle	0.39	0.39		0.09	0.50	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19		0.07	0.29	0.20	0.29
s, saturation flow rate [veh/h]	1810	2859		1810	3618	5176	1615
c, Capacity [veh/h]	695	1099		171	1814	1810	565
d1, Uniform Delay [s]	16.28	16.29		31.01	12.17	18.56	20.82
k, delay calibration	0.50	0.50		0.17	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.38	1.52		11.98	0.28	0.30	3.16
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.48		0.79	0.57	0.58	0.83
d, Delay for Lane Group [s/veh]	18.66	17.82		42.99	12.46	18.86	23.98
Lane Group LOS	B	B		D	B	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.00	3.04		2.65	4.67	4.14	6.62
50th-Percentile Queue Length [ft/ln]	100.09	76.07		66.28	116.78	103.52	165.42
95th-Percentile Queue Length [veh/ln]	7.21	5.48		4.77	8.22	7.45	10.84
95th-Percentile Queue Length [ft/ln]	180.16	136.93		119.30	205.40	186.34	270.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.66	18.66	17.82	0.00	0.00	0.00	42.99	12.46	0.00	0.00	18.86	23.98
Movement LOS	B	B	B				D	B			B	C
d_A, Approach Delay [s/veh]	18.14			0.00			15.99			20.44		
Approach LOS	B			A			B			C		
d_I, Intersection Delay [s/veh]	18.41											
Intersection LOS	B											
Intersection V/C	0.550											

Emissions

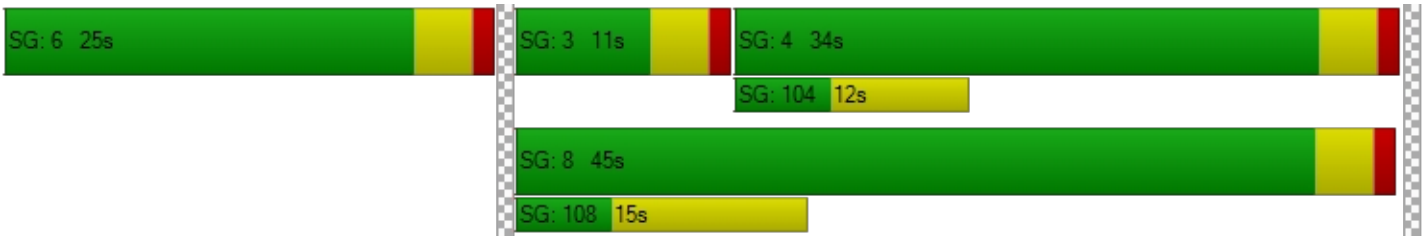
Vehicle Miles Traveled [mph]	58.23	92.30		11.18	85.50	57.71	25.67
Stops [stops/h]	205.90	312.99		136.35	480.48	638.87	340.29
Fuel consumption [US gal/h]	5.38	8.31		2.92	10.40	12.37	6.54
CO [g/h]	376.13	580.61		204.19	726.88	864.90	457.21
NOx [g/h]	73.18	112.97		39.73	141.42	168.28	88.96
VOC [g/h]	87.17	134.56		47.32	168.46	200.45	105.96

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.596	2.064	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1171	857
d_b, Bicycle Delay [s]	17.15	35.00	6.01	11.43
l_b,int, Bicycle LOS Score for Intersection	3.248	4.132	2.522	2.470
Bicycle LOS	C	D	B	B

Sequence

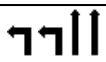
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	168	0	89	0	46	45	148	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	43	0	0	47	0	0	0
Total Hourly Volume [veh/h]	0	0	0	469	1	130	0	568	140	502	728	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8189	0.8189	0.8189	1.0000	0.7346	0.7346	0.9069	0.9069	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	143	0	40	0	193	48	138	201	0
Total Analysis Volume [veh/h]	0	0	0	573	1	159	0	773	191	554	803	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	28	0	10	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	18	0	28	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		16	16	16	19	19	13	36
g / C, Green / Cycle		0.27	0.27	0.27	0.32	0.32	0.21	0.60
(v / s)_i Volume / Saturation Flow Rate		0.16	0.16	0.10	0.25	0.27	0.16	0.22
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1776	3514	3618
c, Capacity [veh/h]		480	480	428	616	576	741	2176
d1, Uniform Delay [s]		19.26	19.26	17.97	18.36	18.81	22.18	6.12
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.43	5.42	2.46	2.22	3.33	1.54	0.10
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.60	0.60	0.37	0.78	0.84	0.75	0.37
d, Delay for Lane Group [s/veh]		24.68	24.68	20.44	20.58	22.13	23.72	6.22
Lane Group LOS		C	C	C	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		3.76	3.76	1.86	5.49	5.77	3.39	1.74
50th-Percentile Queue Length [ft/ln]		93.95	93.96	46.56	137.35	144.25	84.83	43.56
95th-Percentile Queue Length [veh/ln]		6.76	6.76	3.35	9.34	9.71	6.11	3.14
95th-Percentile Queue Length [ft/ln]		169.11	169.12	83.80	233.45	242.74	152.69	78.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	24.68	24.68	20.44	0.00	21.17	22.13	23.72	6.22	0.00
Movement LOS				C	C	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			23.76			21.36			13.37		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	18.38											
Intersection LOS	B											
Intersection V/C	0.588											

Emissions

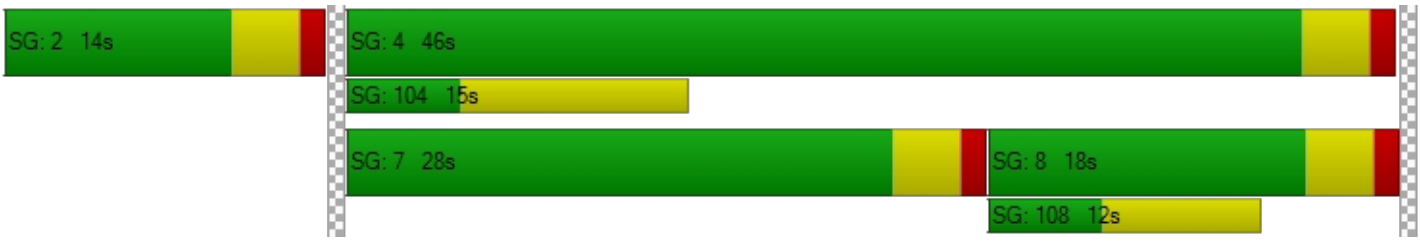
Vehicle Miles Traveled [mph]		24.81	24.82	13.75	127.75	127.75	45.90	66.53
Stops [stops/h]		225.48	225.50	111.73	329.63	346.20	407.18	209.08
Fuel consumption [US gal/h]		4.55	4.55	2.25	9.83	10.15	8.32	5.45
CO [g/h]		317.73	317.76	157.37	687.34	709.35	581.46	381.26
NOx [g/h]		61.82	61.82	30.62	133.73	138.01	113.13	74.18
VOC [g/h]		73.64	73.64	36.47	159.30	164.40	134.76	88.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.082	2.318	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	467	1400
d_b, Bicycle Delay [s]	30.00	20.83	17.63	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.840	2.394	2.679
Bicycle LOS	D	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	439	11	32	651	49	69	25	66	14	60	40
Peak Hour Factor	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	128	3	9	190	14	20	7	19	4	18	12
Total Analysis Volume [veh/h]	89	512	13	37	760	57	81	29	77	16	70	47
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	472	505	508	490	527	534	476	469
Degree of Utilization, x	0.19	0.52	0.52	0.08	0.78	0.76	0.39	0.28

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.69	2.96	2.93	0.24	7.03	6.80	1.85	1.16
95th-Percentile Queue Length [ft]	17.22	73.95	73.31	6.10	175.74	169.92	46.29	28.96
Approach Delay [s/veh]	16.47			27.89			15.41	13.71
Approach LOS	C			D			C	B
Intersection Delay [s/veh]	21.61							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1001	201	46	655	161	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	358	0	0	423	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	55	0	0	0	35
Total Hourly Volume [veh/h]	1449	164	50	1137	175	106
Peak Hour Factor	0.8199	0.8199	0.8199	0.8199	0.8199	0.8199
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	442	50	15	347	53	32
Total Analysis Volume [veh/h]	1767	200	61	1387	213	129
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	61	0	5	70	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	37	0	36	73	27	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	69	69	4	78	14	14
g / C, Green / Cycle	0.69	0.69	0.04	0.78	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.52	0.54	0.03	0.38	0.12	0.08
s, saturation flow rate [veh/h]	1900	1834	1810	3618	1810	1615
c, Capacity [veh/h]	1318	1273	82	2818	255	228
d1, Uniform Delay [s]	9.71	10.10	47.17	3.96	41.83	40.11
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.88	4.60	12.55	0.62	7.07	2.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.77	0.75	0.49	0.84	0.57
d, Delay for Lane Group [s/veh]	13.59	14.71	59.72	4.57	48.89	42.32
Lane Group LOS	B	B	E	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.46	12.07	1.74	3.13	5.62	3.11
50th-Percentile Queue Length [ft/ln]	286.51	301.73	43.38	78.29	140.51	77.83
95th-Percentile Queue Length [veh/ln]	17.01	17.77	3.12	5.64	9.51	5.60
95th-Percentile Queue Length [ft/ln]	425.31	444.17	78.08	140.92	237.70	140.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.09	14.71	59.72	4.57	48.89	42.32
Movement LOS	B	B	E	A	D	D
d_A, Approach Delay [s/veh]	14.15		6.90		46.41	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	14.29					
Intersection LOS	B					
Intersection V/C	0.688					

Emissions

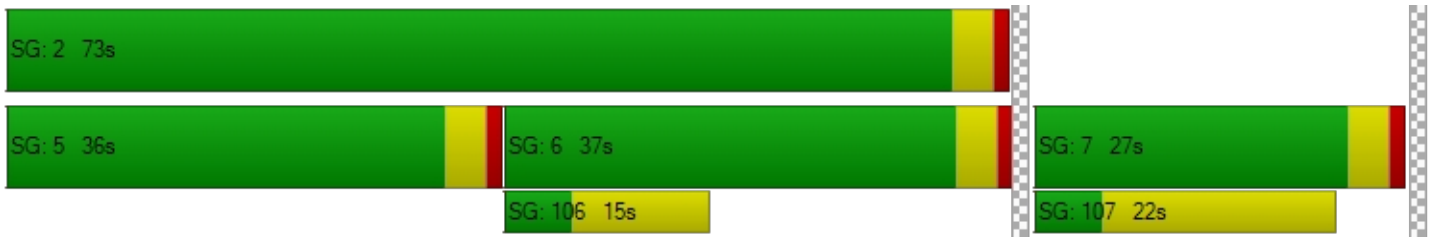
Vehicle Miles Traveled [mph]	427.02	427.02	22.96	522.17	106.92	64.75
Stops [stops/h]	412.57	434.50	62.47	225.47	202.33	112.07
Fuel consumption [US gal/h]	22.49	22.98	2.31	21.99	7.70	4.45
CO [g/h]	1571.88	1606.52	161.12	1537.34	538.45	311.23
NOx [g/h]	305.83	312.57	31.35	299.11	104.76	60.55
VOC [g/h]	364.30	372.33	37.34	356.29	124.79	72.13

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.295	2.184
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	1380	460
d_b, Bicycle Delay [s]	22.45	4.81	29.65
l_b,int, Bicycle LOS Score for Intersection	3.228	2.754	1.560
Bicycle LOS	C	C	A

Sequence

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



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	62	727	8	59	577	233	172	65	55	1	93	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	337	0	11	411	0	0	0	0	0	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	64	0	0	15	0	0	32
Total Hourly Volume [veh/h]	68	1129	7	75	1040	190	187	71	45	1	101	97
Peak Hour Factor	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	356	2	24	328	60	59	22	14	0	32	31
Total Analysis Volume [veh/h]	86	1425	9	95	1313	240	236	90	57	1	127	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	41	0	11	42	0	16	26	0	16	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	34	0	12	35	0	34	35	0	29	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	60	60	7	60	60	16	27	27	0	11	11
g / C, Green / Cycle	0.06	0.54	0.54	0.07	0.55	0.55	0.15	0.24	0.24	0.00	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.05	0.39	0.01	0.05	0.36	0.15	0.13	0.05	0.04	0.00	0.07	0.08
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	109	1957	874	120	1978	883	271	464	395	6	185	158
d1, Uniform Delay [s]	50.98	19.13	11.66	50.62	17.74	13.27	45.71	32.97	32.55	54.69	47.99	48.44
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.72	2.42	0.02	11.15	1.78	0.76	8.42	0.20	0.17	14.15	4.41	7.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.73	0.01	0.79	0.66	0.27	0.87	0.19	0.14	0.18	0.68	0.77
d, Delay for Lane Group [s/veh]	62.70	21.54	11.68	61.77	19.52	14.03	54.13	33.17	32.72	68.84	52.41	56.28
Lane Group LOS	E	C	B	E	B	B	D	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.63	12.94	0.10	2.87	11.07	3.08	6.72	1.87	1.17	0.05	3.50	3.51
50th-Percentile Queue Length [ft/ln]	65.65	323.44	2.49	71.85	276.80	77.03	167.95	46.74	29.28	1.23	87.40	87.82
95th-Percentile Queue Length [veh/ln]	4.73	18.84	0.18	5.17	16.53	5.55	10.97	3.37	2.11	0.09	6.29	6.32
95th-Percentile Queue Length [ft/ln]	118.18	470.91	4.49	129.34	413.22	138.66	274.21	84.13	52.70	2.22	157.33	158.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.70	21.54	11.68	61.77	19.52	14.03	54.13	33.17	32.72	68.84	52.41	56.28
Movement LOS	E	C	B	E	B	B	D	C	C	E	D	E
d_A, Approach Delay [s/veh]	23.81			21.16			46.02			54.36		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	26.91											
Intersection LOS	C											
Intersection V/C	0.652											

Emissions

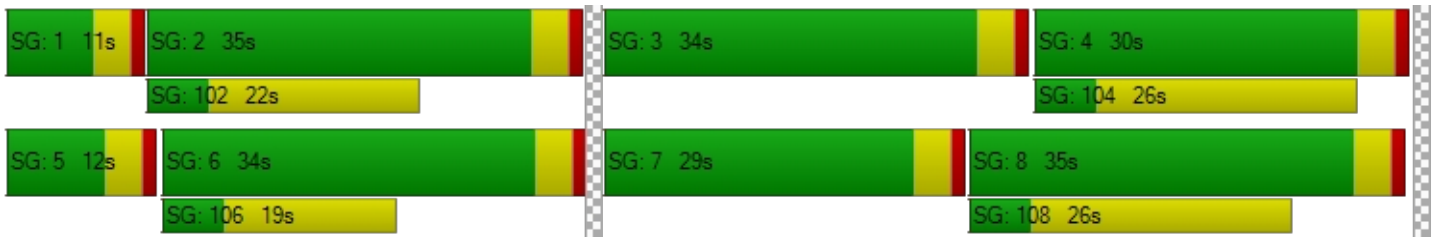
Vehicle Miles Traveled [mph]	24.87	412.10	2.60	18.24	252.13	46.09	26.60	10.14	6.42	0.13	16.03	15.40
Stops [stops/h]	85.95	846.81	3.26	94.06	724.70	100.84	219.86	61.18	38.33	1.61	114.42	114.96
Fuel consumption [US gal/h]	3.02	30.90	0.15	2.99	22.87	3.52	6.24	1.72	1.08	0.04	3.33	3.35
CO [g/h]	210.98	2160.06	10.57	208.92	1598.49	245.98	436.51	119.94	75.23	2.68	232.53	234.47
NOx [g/h]	41.05	420.27	2.06	40.65	311.01	47.86	84.93	23.34	14.64	0.52	45.24	45.62
VOC [g/h]	48.90	500.61	2.45	48.42	370.47	57.01	101.17	27.80	17.44	0.62	53.89	54.34

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.176	3.415	2.600	2.363
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	564	564	473
d_b, Bicycle Delay [s]	29.09	28.37	28.37	32.07
l_b,int, Bicycle LOS Score for Intersection	2.815	2.972	2.216	1.792
Bicycle LOS	C	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	50	195	85	16	57	38	101	876	57	28	1438	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	0	0	5	1	276	0	28	383	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	27	0	0	12	0	0	16	0	0	30
Total Hourly Volume [veh/h]	55	213	81	17	62	34	111	1231	46	59	1950	90
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	58	22	5	17	9	30	335	13	16	530	24
Total Analysis Volume [veh/h]	60	232	88	18	67	37	121	1340	50	64	2122	98
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	9	56	0	8	55	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	39	0	11	36	0	17	58	0	12	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	40	40	2	37	37	10	56	56	5	52	52
g / C, Green / Cycle	0.04	0.33	0.33	0.02	0.31	0.31	0.08	0.47	0.47	0.05	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.03	0.09	0.09	0.01	0.02	0.02	0.07	0.26	0.03	0.04	0.41	0.06
s, saturation flow rate [veh/h]	1810	1900	1727	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	78	632	574	35	1115	498	148	2429	758	83	2244	700
d1, Uniform Delay [s]	56.81	29.28	29.38	58.31	29.25	29.38	54.23	22.80	17.44	56.64	32.64	20.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.40	1.00	1.16	11.59	0.10	0.29	12.91	0.20	0.04	14.05	2.72	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.26	0.27	0.52	0.06	0.07	0.82	0.55	0.07	0.77	0.95	0.14
d, Delay for Lane Group [s/veh]	71.21	30.28	30.53	69.90	29.35	29.67	67.14	22.99	17.47	70.69	35.36	20.59
Lane Group LOS	E	C	C	E	C	C	E	C	B	E	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.07	3.55	3.37	0.64	0.68	0.78	3.98	8.27	0.71	2.17	18.36	1.57
50th-Percentile Queue Length [ft/ln]	51.78	88.81	84.28	16.03	17.04	19.47	99.45	206.74	17.79	54.17	459.00	39.15
95th-Percentile Queue Length [veh/ln]	3.73	6.39	6.07	1.15	1.23	1.40	7.16	12.99	1.28	3.90	25.39	2.82
95th-Percentile Queue Length [ft/ln]	93.20	159.85	151.71	28.85	30.68	35.04	179.01	324.64	32.03	97.51	634.68	70.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.21	30.35	30.53	69.90	29.35	29.67	67.14	22.99	17.47	70.69	35.36	20.59
Movement LOS	E	C	C	E	C	C	E	C	B	E	D	C
d_A, Approach Delay [s/veh]	36.85			35.43			26.35			35.72		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	32.51											
Intersection LOS	C											
Intersection V/C	0.577											

Emissions

Vehicle Miles Traveled [mph]	34.84	95.75	90.08	3.15	11.73	6.48	13.72	151.97	5.67	15.99	530.33	24.49
Stops [stops/h]	62.13	106.57	101.14	19.23	40.90	23.36	119.34	744.27	21.35	65.01	1652.39	46.98
Fuel consumption [US gal/h]	2.84	5.62	5.31	0.60	1.31	0.74	4.33	25.18	0.76	2.66	63.70	2.10
CO [g/h]	198.25	393.06	371.11	42.16	91.63	51.44	302.58	1759.96	53.41	186.14	4452.73	146.97
NOx [g/h]	38.57	76.47	72.20	8.20	17.83	10.01	58.87	342.42	10.39	36.22	866.34	28.60
VOC [g/h]	45.95	91.09	86.01	9.77	21.24	11.92	70.13	407.89	12.38	43.14	1031.96	34.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.530	2.635	3.634	3.630
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	900	817
d_b, Bicycle Delay [s]	30.10	32.27	18.15	21.00
l_b,int, Bicycle LOS Score for Intersection	1.895	1.670	2.399	2.832
Bicycle LOS	A	A	B	C

Sequence

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

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	55	354	10	9	104	21	15	115	50	12	154	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	28	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	6	0	0	14	0	0	1
Total Hourly Volume [veh/h]	60	401	8	10	141	17	16	125	41	13	168	2
Peak Hour Factor	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	138	3	3	49	6	6	43	14	4	58	1
Total Analysis Volume [veh/h]	83	554	11	14	195	23	22	173	57	18	232	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	25	0	5	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	29	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	2	10	10	2	10	10
g / C, Green / Cycle	0.06	0.63	0.63	0.02	0.59	0.59	0.02	0.13	0.13	0.02	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.15	0.15	0.01	0.06	0.06	0.01	0.06	0.06	0.01	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1887	1810	1900	1831	1810	1900	1744	1810	1900	1891
c, Capacity [veh/h]	109	1202	1193	31	1120	1079	44	246	226	38	239	238
d1, Uniform Delay [s]	37.02	6.35	6.35	38.92	7.16	7.16	38.54	32.32	32.42	38.73	32.59	32.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.36	0.46	0.47	9.58	0.17	0.19	8.37	1.44	1.71	8.96	1.57	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.24	0.24	0.45	0.10	0.10	0.50	0.48	0.50	0.48	0.49	0.49
d, Delay for Lane Group [s/veh]	47.38	6.82	6.82	48.51	7.33	7.35	46.90	33.75	34.13	47.69	34.15	34.17
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.82	1.68	1.67	0.34	0.70	0.69	0.52	2.13	2.07	0.43	2.15	2.15
50th-Percentile Queue Length [ft/ln]	45.52	41.96	41.74	8.54	17.48	17.29	12.91	53.24	51.65	10.83	53.79	53.71
95th-Percentile Queue Length [veh/ln]	3.28	3.02	3.01	0.61	1.26	1.24	0.93	3.83	3.72	0.78	3.87	3.87
95th-Percentile Queue Length [ft/ln]	81.94	75.53	75.13	15.37	31.47	31.12	23.24	95.82	92.97	19.50	96.83	96.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.38	6.82	6.82	48.51	7.34	7.35	46.90	33.87	34.13	47.69	34.16	34.17
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	12.01			9.82			35.07			35.12		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	20.06											
Intersection LOS	C											
Intersection V/C	0.232											

Emissions

Vehicle Miles Traveled [mph]	41.25	140.82	139.97	8.13	63.79	62.80	0.97	5.17	4.97	9.03	58.99	58.87
Stops [stops/h]	81.94	75.53	75.13	15.37	31.47	31.12	23.24	95.82	92.97	19.50	96.83	96.68
Fuel consumption [US gal/h]	3.23	6.16	6.12	0.61	2.74	2.70	0.42	1.72	1.67	0.67	3.79	3.79
CO [g/h]	225.99	430.54	427.98	42.50	191.66	188.83	29.48	120.44	116.83	46.51	265.21	264.73
NOx [g/h]	43.97	83.77	83.27	8.27	37.29	36.74	5.74	23.43	22.73	9.05	51.60	51.51
VOC [g/h]	52.37	99.78	99.19	9.85	44.42	43.76	6.83	27.91	27.08	10.78	61.46	61.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.573	2.543	2.454	2.400
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	625	625
d_b, Bicycle Delay [s]	18.23	21.03	18.91	18.91
l_b,int, Bicycle LOS Score for Intersection	2.097	1.756	1.779	1.769
Bicycle LOS	B	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.241

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	17	328	49	21	55	14	6	61	18	104	109	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	28	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	4	0	0	5	0	0	15
Total Hourly Volume [veh/h]	19	373	40	23	88	11	7	66	15	160	119	44
Peak Hour Factor	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	97	10	6	23	3	2	17	4	42	31	11
Total Analysis Volume [veh/h]	20	389	42	24	92	11	7	69	16	167	124	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	7	22	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	11	26	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	44	44	2	45	45	1	9	9	9	17	17
g / C, Green / Cycle	0.02	0.55	0.55	0.03	0.56	0.56	0.01	0.11	0.11	0.11	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.01	0.11	0.12	0.01	0.03	0.01	0.00	0.02	0.01	0.09	0.03	0.03
s, saturation flow rate [veh/h]	1810	1900	1836	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	41	1051	1016	47	2014	899	17	389	173	205	763	341
d1, Uniform Delay [s]	38.63	9.02	9.03	38.45	8.07	7.92	39.39	32.49	32.19	34.66	25.79	25.63
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.16	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.62	0.45	0.47	8.18	0.04	0.02	14.28	0.22	0.23	11.06	0.10	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.21	0.21	0.51	0.05	0.01	0.40	0.18	0.09	0.82	0.16	0.14
d, Delay for Lane Group [s/veh]	47.25	9.47	9.50	46.63	8.11	7.94	53.67	32.70	32.41	45.71	25.89	25.81
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.48	1.86	1.82	0.55	0.31	0.08	0.20	0.58	0.27	3.60	0.91	0.68
50th-Percentile Queue Length [ft/ln]	11.99	46.54	45.59	13.68	7.69	1.89	4.97	14.61	6.85	89.97	22.70	16.97
95th-Percentile Queue Length [veh/ln]	0.86	3.35	3.28	0.98	0.55	0.14	0.36	1.05	0.49	6.48	1.63	1.22
95th-Percentile Queue Length [ft/ln]	21.57	83.77	82.06	24.62	13.85	3.40	8.94	26.30	12.34	161.95	40.85	30.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.25	9.48	9.50	46.63	8.11	7.94	53.67	32.70	32.41	45.71	25.89	25.81
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.16			15.37			34.25			35.70		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	22.01											
Intersection LOS	C											
Intersection V/C	0.241											

Emissions

Vehicle Miles Traveled [mph]	10.04	109.54	106.89	11.93	45.72	5.47	1.17	11.52	2.67	71.89	53.38	19.80
Stops [stops/h]	21.57	83.77	82.06	24.62	27.70	3.40	8.94	52.60	12.34	161.95	81.71	30.54
Fuel consumption [US gal/h]	0.72	5.39	5.27	0.94	2.06	0.25	0.23	1.51	0.35	6.03	3.50	1.30
CO [g/h]	50.67	376.94	368.04	65.90	144.24	17.30	15.91	105.40	24.50	421.58	244.56	90.88
NOx [g/h]	9.86	73.34	71.61	12.82	28.06	3.37	3.10	20.51	4.77	82.02	47.58	17.68
VOC [g/h]	11.74	87.36	85.30	15.27	33.43	4.01	3.69	24.43	5.68	97.71	56.68	21.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.459	2.598	2.518	2.592
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	1.942	1.668	1.640	1.850
Bicycle LOS	A	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	57.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	334	0	1	409	1	2	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	57	0	0	12	0	0	12
Total Hourly Volume [veh/h]	57	852	37	69	732	172	336	703	34	49	602	37
Peak Hour Factor	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	242	10	20	207	49	95	199	10	14	171	10
Total Analysis Volume [veh/h]	65	966	42	78	830	195	381	797	39	56	683	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	45	0	11	51	0	25	41	0	7	23	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	47	0	10	48	0	27	44	0	9	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	43	43	6	44	44	23	41	41	4	22	22
g / C, Green / Cycle	0.05	0.39	0.39	0.05	0.40	0.40	0.21	0.37	0.37	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.27	0.27	0.04	0.44	0.12	0.21	0.22	0.22	0.03	0.19	0.19
s, saturation flow rate [veh/h]	1810	1900	1872	1810	1900	1615	1810	1900	1869	1810	1900	1862
c, Capacity [veh/h]	82	743	732	99	760	646	378	699	687	75	380	372
d1, Uniform Delay [s]	51.98	27.84	27.85	51.38	33.00	22.52	43.50	28.25	28.25	52.16	43.60	43.61
k, delay calibration	0.16	0.50	0.50	0.11	0.50	0.50	0.39	0.16	0.16	0.11	0.38	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.33	5.05	5.13	13.04	60.64	1.20	42.53	1.25	1.27	13.85	32.14	32.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.68	0.68	0.79	1.09	0.30	1.01	0.60	0.60	0.75	0.96	0.96
d, Delay for Lane Group [s/veh]	73.31	32.90	32.98	64.42	93.64	23.72	86.03	29.49	29.53	66.01	75.74	76.32
Lane Group LOS	E	C	C	E	F	C	F	C	C	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.21	11.47	11.32	2.42	31.51	3.49	14.54	9.00	8.87	1.80	13.07	12.87
50th-Percentile Queue Length [ft/ln]	55.34	286.66	282.91	60.55	787.71	87.27	363.57	225.06	221.80	45.04	326.63	321.74
95th-Percentile Queue Length [veh/ln]	3.98	17.02	16.83	4.36	43.36	6.28	20.88	13.92	13.76	3.24	18.99	18.75
95th-Percentile Queue Length [ft/ln]	99.61	425.49	420.83	108.98	1084.03	157.08	521.96	348.08	343.93	81.08	474.83	468.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.31	32.94	32.98	64.42	93.64	23.72	86.03	29.51	29.53	66.01	76.01	76.32
Movement LOS	E	C	C	E	F	C	F	C	C	E	E	E
d_A, Approach Delay [s/veh]	35.38			79.21			47.21			75.31		
Approach LOS	D			E			D			E		
d_I, Intersection Delay [s/veh]	57.88											
Intersection LOS	E											
Intersection V/C	0.876											

Emissions

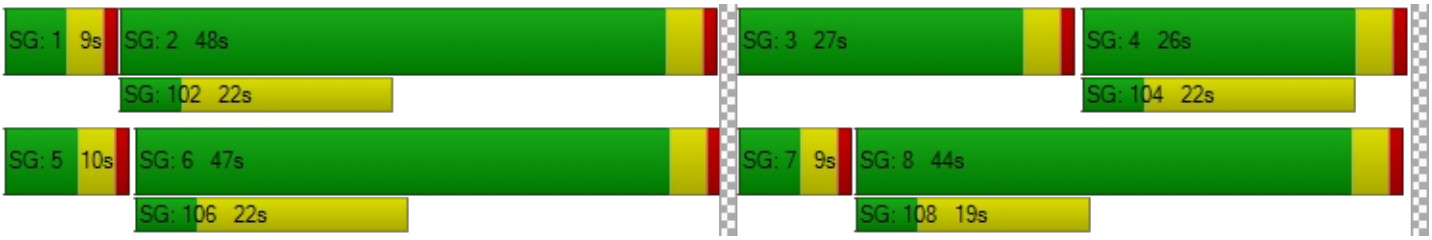
Vehicle Miles Traveled [mph]	4.66	36.37	35.85	22.56	240.03	56.39	35.32	39.05	38.45	6.64	43.42	42.57
Stops [stops/h]	72.44	375.26	370.35	79.26	1031.19	114.24	475.95	294.63	290.36	58.97	427.59	421.19
Fuel consumption [US gal/h]	2.03	9.31	9.19	2.78	36.86	4.29	11.60	6.23	6.14	1.45	10.51	10.36
CO [g/h]	141.89	650.85	642.44	194.40	2576.74	300.19	810.50	435.62	429.29	101.27	734.77	724.47
NOx [g/h]	27.61	126.63	124.99	37.82	501.34	58.41	157.69	84.76	83.53	19.70	142.96	140.96
VOC [g/h]	32.88	150.84	148.89	45.05	597.18	69.57	187.84	100.96	99.49	23.47	170.29	167.90

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.899	3.141	2.835	2.720
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	782	800	727	400
d_b, Bicycle Delay [s]	20.40	19.80	22.27	35.20
l_b,int, Bicycle LOS Score for Intersection	2.455	3.474	2.574	2.214
Bicycle LOS	B	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	0.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	90	81	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	112	108	108	0	0	0
g / C, Green / Cycle	0.00	0.93	0.90	0.90	0.00	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.09	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1900	1615
c, Capacity [veh/h]	0	3373	4653	1452	2	2	1
d1, Uniform Delay [s]	0.00	0.31	0.68	0.00	0.00	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.07	0.05	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.12	0.10	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.38	0.72	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.03	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.85	0.49	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.53	0.88	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.38	0.72	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	0.38		0.72		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	A					
Intersection V/C	0.111					

Emissions

Vehicle Miles Traveled [mph]	0.00	62.06	31.31	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	2.03	1.75	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	2.18	1.17	0.00	0.00	0.00	0.00
CO [g/h]	0.00	152.65	81.54	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	29.70	15.86	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	35.38	18.90	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.685	2.685	2.315
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	1283	433
d_b, Bicycle Delay [s]	4.82	7.70	36.82
l_b,int, Bicycle LOS Score for Intersection	1.892	1.827	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

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

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	838	800	800	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	101	6	64	123	60	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	6	68	130	64	39
Peak Hour Factor	0.7230	0.7230	0.8330	0.8330	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	2	20	39	21	13
Total Analysis Volume [veh/h]	148	8	82	156	82	50
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.15	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	12.56	8.87
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.00	0.51	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.54	0.00	12.81	4.03
d_A, Approach Delay [s/veh]	0.00		2.64		11.17	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

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

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

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

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.54
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

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

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.54
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.19	0.00	0.00	0.00	0.00	10.54
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	14	6	8	323	443	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	21	7	0	21
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	6	29	349	470	41
Peak Hour Factor	1.0000	1.0000	0.7802	0.7802	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	2	9	112	150	13
Total Analysis Volume [veh/h]	35	6	37	447	600	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.04	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	20.83	12.40	8.97	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.12	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.28	12.28	3.06	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.60		0.69		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.088

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	16	10	21	296	449	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	9	0	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	20	22	335	476	41
Peak Hour Factor	1.0000	1.0000	0.7802	0.7802	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	5	7	107	152	13
Total Analysis Volume [veh/h]	24	20	28	429	608	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.03	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.54	11.65	8.96	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.95	9.95	2.31	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.95		0.55		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.82					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

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

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	21	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	21	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.60	8.35	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	21	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	21	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.35	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.35		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	52	52	0
g / C, Green / Cycle	0.87	0.87	0.87	0.87	0.87	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1440	1900	1900	1440	3618	1615
c, Capacity [veh/h]	1299	1640	1640	1299	3123	5
d1, Uniform Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A		A
d_A, Approach Delay [s/veh]	0.00			0.00		0.00	
Approach LOS	A			A		A	
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						
Intersection V/C	0.000						

Emissions

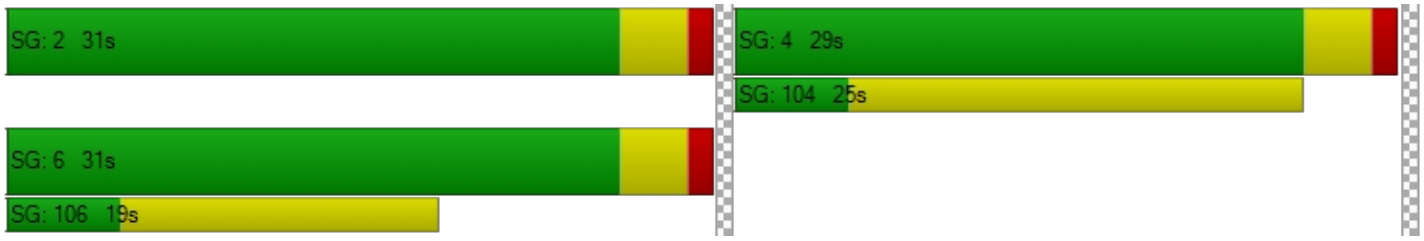
Vehicle Miles Traveled [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	0.00	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00	0.00	0.00	0.00	0.00
CO [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	0.00	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.281	2.281	1.921
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	0.00	0.00	7.20	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		0.00		3.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

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

Volumes

Name	Barrett Ave		Barrett Ave			
Base Volume Input [veh/h]	0	40	0	0	50	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0600	1.0000	1.0000	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	0	0	53	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	0	13	0
Total Analysis Volume [veh/h]	0	42	0	0	53	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.28	0.00	8.80	8.59
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.19	4.19
d_A, Approach Delay [s/veh]	0.00		3.64		8.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.91					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

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

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.20	0.00	0.00	8.50	0.00	8.30	8.50	0.00	8.30
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.40			2.40			8.40			8.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.40											
Intersection LOS												

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

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Harvest Landing

Vistro File: C:\...\Harvest Landing_OY.vistro
Report File: C:\...\OY I PM.pdf

Scenario 2 Opening Year I PM
2/21/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.841	51.3	D
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.796	39.5	D
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.706	32.1	C
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.604	15.2	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	SB Left	0.825	48.2	D
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	NB Left	0.487	10.7	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.534	28.7	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.611	37.0	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	SB Left	0.549	28.3	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.731	19.0	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	WB Left	0.698	32.0	C
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	WB Thru	0.604	17.4	C
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	SB Left	0.707	35.2	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.547	21.1	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.461	28.4	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	EB Thru	0.555	20.0	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.362	28.6	C

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	WB Left	0.707	32.0	C
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.090	15.2	C
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.418	11.8	B
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.013	14.8	B
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Thru	0.502	13.7	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.562	18.4	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	SB Left	0.543	31.6	C
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.546	22.7	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.694	41.6	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.975	30.3	D
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.618	21.3	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	EB Right	0.679	29.0	C
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.497	13.7	B
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.472	7.6	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.516	20.7	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	SB Left	0.604	36.6	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.214	16.6	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	NB Left	0.328	31.3	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Thru	0.827	50.5	D
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	SB Thru	0.123	0.6	A
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	NB Thru	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.143	14.3	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.461	31.2	D
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.330	26.2	D
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.100	9.1	A
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	51.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.841

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	99	0	0	4	0	0	32	0	0	29
Total Hourly Volume [veh/h]	181	1750	298	203	1531	12	32	390	94	290	338	85
Peak Hour Factor	0.8396	0.8396	0.8396	0.9214	0.9214	0.9214	0.9410	0.9410	0.9410	0.9098	0.9098	0.9098
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	521	89	55	415	3	9	104	25	80	93	23
Total Analysis Volume [veh/h]	216	2084	355	220	1662	13	34	414	100	319	372	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	10	25	0	6	35	0	14	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	15	29	0	9	39	0	16	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	44	44	11	43	43	3	17	17	12	26	26
g / C, Green / Cycle	0.12	0.44	0.44	0.11	0.43	0.43	0.03	0.17	0.17	0.12	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.12	0.40	0.22	0.12	0.30	0.30	0.02	0.14	0.14	0.18	0.13	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1775	1810	1900	1771
c, Capacity [veh/h]	217	2285	713	199	1561	817	56	320	299	217	489	456
d1, Uniform Delay [s]	43.97	26.11	19.99	44.50	23.21	23.22	47.86	40.15	40.24	44.00	31.55	31.56
k, delay calibration	0.38	0.50	0.50	0.45	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	52.24	6.94	2.48	91.52	2.69	5.06	10.25	5.37	6.11	234.46	0.76	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.91	0.50	1.11	0.70	0.70	0.61	0.83	0.84	1.47	0.49	0.49
d, Delay for Lane Group [s/veh]	96.21	33.05	22.46	136.02	25.91	28.28	58.11	45.52	46.35	278.46	32.31	32.38
Lane Group LOS	F	C	C	F	C	C	E	D	D	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.27	15.35	5.92	9.79	10.23	11.24	0.97	6.47	6.19	19.29	4.80	4.50
50th-Percentile Queue Length [ft/ln]	206.81	383.63	147.99	244.80	255.70	281.11	24.21	161.87	154.81	482.35	120.04	112.38
95th-Percentile Queue Length [veh/ln]	12.99	21.77	9.91	15.53	15.47	16.74	1.74	10.65	10.27	30.44	8.40	7.97
95th-Percentile Queue Length [ft/ln]	324.74	544.24	247.75	388.26	386.82	418.59	43.58	266.20	256.84	760.97	209.88	199.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	96.21	33.05	22.46	136.02	26.71	28.28	58.11	45.82	46.35	278.46	32.34	32.38
Movement LOS	F	C	C	F	C	C	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	36.77			39.41			46.68			132.49		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	51.30											
Intersection LOS	D											
Intersection V/C	0.841											

Emissions

Vehicle Miles Traveled [mph]	108.23	1044.18	177.87	13.71	68.50	35.85	2.37	18.44	17.45	20.98	15.81	14.77
Stops [stops/h]	297.81	1657.28	213.11	352.51	736.42	404.80	34.86	233.09	222.93	694.58	172.85	161.82
Fuel consumption [US gal/h]	11.64	70.41	10.37	10.94	17.30	9.57	0.92	5.98	5.73	27.43	4.27	4.00
CO [g/h]	813.72	4921.90	724.83	764.81	1209.36	669.19	64.09	417.81	400.27	1917.23	298.60	279.49
NOx [g/h]	158.32	957.62	141.03	148.80	235.30	130.20	12.47	81.29	77.88	373.02	58.10	54.38
VOC [g/h]	188.59	1140.70	167.99	177.25	280.28	155.09	14.85	96.83	92.77	444.34	69.20	64.78

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.763	3.471	2.699	2.904
Crosswalk LOS	D	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	500	700	840
d_b, Bicycle Delay [s]	27.38	28.13	21.13	16.82
l_b,int, Bicycle LOS Score for Intersection	3.074	2.604	2.038	2.230
Bicycle LOS	C	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	39.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.796

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	46	0	0	6	0	0	25	0	0	31
Total Hourly Volume [veh/h]	75	2146	138	124	1717	16	28	140	75	213	106	94
Peak Hour Factor	0.8779	0.8779	0.8779	0.8866	0.8866	0.8866	0.8183	0.8183	0.8183	0.8130	0.8130	0.8130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	611	39	35	484	5	9	43	23	65	33	29
Total Analysis Volume [veh/h]	85	2445	157	140	1937	18	34	171	92	262	130	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	34	0	20	23	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	60	60	11	64	64	13	13	13	20	20	20
g / C, Green / Cycle	0.06	0.50	0.50	0.09	0.53	0.53	0.11	0.11	0.11	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.47	0.48	0.08	0.35	0.36	0.02	0.09	0.06	0.14	0.07	0.07
s, saturation flow rate [veh/h]	1810	3618	1843	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	110	1801	917	168	1917	1002	200	210	178	300	315	268
d1, Uniform Delay [s]	55.54	28.73	29.30	53.52	20.56	20.57	48.40	52.19	50.36	48.82	44.82	44.98
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.16	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.89	12.34	23.51	11.22	1.88	3.57	0.40	7.54	2.31	10.80	0.86	1.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.95	0.97	0.83	0.67	0.67	0.17	0.82	0.52	0.87	0.41	0.43
d, Delay for Lane Group [s/veh]	66.43	41.07	52.81	64.74	22.44	24.14	48.80	59.73	52.67	59.62	45.68	46.09
Lane Group LOS	E	D	D	E	C	C	D	E	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.81	24.47	28.70	4.57	12.53	13.59	0.93	5.39	2.68	8.40	3.49	3.14
50th-Percentile Queue Length [ft/ln]	70.19	611.84	717.43	114.28	313.27	339.68	23.36	134.63	67.05	209.92	87.26	78.51
95th-Percentile Queue Length [veh/ln]	5.05	32.59	37.48	8.08	18.34	19.63	1.68	9.19	4.83	13.15	6.28	5.65
95th-Percentile Queue Length [ft/ln]	126.35	814.67	937.06	201.94	458.40	490.81	42.04	229.78	120.70	328.72	157.07	141.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.43	44.59	52.81	64.74	23.01	24.14	48.80	59.73	52.67	59.62	45.68	46.09
Movement LOS	E	D	D	E	C	C	D	E	D	E	D	D
d_A, Approach Delay [s/veh]	45.77			25.81			56.29			52.96		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	39.50											
Intersection LOS	D											
Intersection V/C	0.796											

Emissions

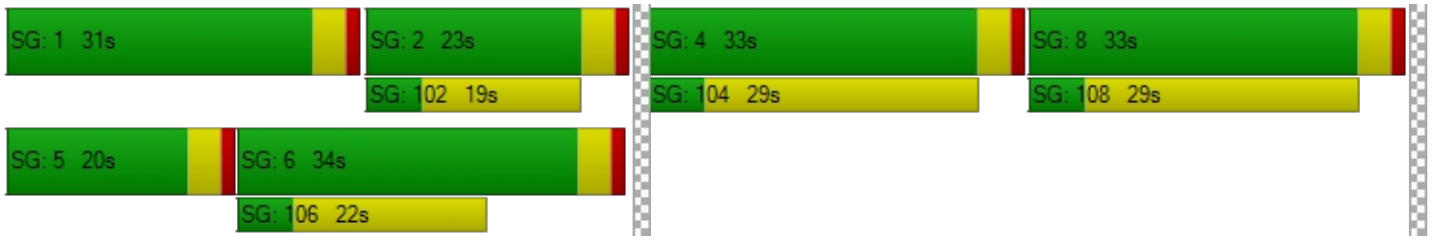
Vehicle Miles Traveled [mph]	139.84	2815.36	1465.32	70.15	643.08	336.46	2.84	14.28	7.69	31.15	15.46	13.79
Stops [stops/h]	84.23	1468.42	860.91	137.14	751.84	407.62	28.03	161.56	80.47	251.90	104.71	94.21
Fuel consumption [US gal/h]	6.99	129.06	70.50	5.95	37.25	19.90	0.71	4.18	2.05	6.77	2.79	2.51
CO [g/h]	488.57	9021.54	4928.20	416.17	2603.95	1390.98	49.96	291.98	143.42	473.15	195.08	175.27
NOx [g/h]	95.06	1755.26	958.85	80.97	506.63	270.63	9.72	56.81	27.90	92.06	37.95	34.10
VOC [g/h]	113.23	2090.83	1142.16	96.45	603.49	322.37	11.58	67.67	33.24	109.66	45.21	40.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.729	3.605	2.364	2.633
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	317	483	483
d_b, Bicycle Delay [s]	33.75	42.50	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.063	2.715	2.091	2.449
Bicycle LOS	C	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	36	806	5	154	1048	280	250	155	62	9	133	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	76	0	0	17	0	0	37
Total Hourly Volume [veh/h]	39	1791	4	168	1901	229	273	169	51	10	145	110
Peak Hour Factor	0.8615	0.8615	0.8615	0.8521	0.8521	0.8521	0.8694	0.8694	0.8694	0.9095	0.9095	0.9095
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	520	1	49	558	67	79	49	15	3	40	30
Total Analysis Volume [veh/h]	45	2079	5	197	2231	269	314	194	59	11	159	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	6	36	0	16	47	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	10	40	0	20	51	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	61	61	6	63	63	16	25	25	1	11	11
g / C, Green / Cycle	0.03	0.56	0.56	0.05	0.58	0.58	0.15	0.23	0.23	0.01	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.40	0.00	0.06	0.43	0.17	0.17	0.05	0.04	0.00	0.03	0.07
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	120	2878	898	192	2983	931	263	835	373	46	510	159
d1, Uniform Delay [s]	51.98	18.12	10.88	52.00	17.35	11.84	47.00	34.39	33.78	53.72	46.11	48.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.94	1.61	0.01	37.51	1.76	0.78	117.97	0.14	0.20	2.57	0.34	7.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.72	0.01	1.03	0.75	0.29	1.19	0.23	0.16	0.24	0.31	0.76
d, Delay for Lane Group [s/veh]	53.91	19.73	10.89	89.51	19.11	12.63	164.97	34.53	33.97	56.30	46.45	55.56
Lane Group LOS	D	B	B	F	B	B	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.62	11.99	0.05	3.57	12.72	3.22	15.57	2.06	1.24	0.16	1.33	3.46
50th-Percentile Queue Length [ft/ln]	15.59	299.83	1.32	89.14	317.97	80.58	389.23	51.53	31.05	4.08	33.21	86.49
95th-Percentile Queue Length [veh/ln]	1.12	17.67	0.10	6.42	18.57	5.80	23.82	3.71	2.24	0.29	2.39	6.23
95th-Percentile Queue Length [ft/ln]	28.07	441.82	2.38	160.45	464.19	145.04	595.58	92.76	55.90	7.35	59.78	155.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.91	19.73	10.89	89.51	19.11	12.63	164.97	34.53	33.97	56.30	46.45	55.56
Movement LOS	D	B	B	F	B	B	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	20.43			23.60			106.71			50.61		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	32.09											
Intersection LOS	C											
Intersection V/C	0.706											

Emissions

Vehicle Miles Traveled [mph]	16.79	775.56	1.87	324.09	3670.32	442.54	46.98	29.02	8.83	1.34	19.31	14.70
Stops [stops/h]	40.82	1177.51	1.73	233.39	1248.76	105.48	509.54	134.93	40.65	10.69	130.43	113.22
Fuel consumption [US gal/h]	1.58	49.57	0.10	17.60	150.01	17.17	18.48	4.04	1.22	0.30	3.79	3.28
CO [g/h]	110.21	3465.17	6.75	1230.17	10485.8	1200.33	1292.10	282.08	84.99	21.30	264.68	229.24
NOx [g/h]	21.44	674.20	1.31	239.35	2040.17	233.54	251.40	54.88	16.54	4.14	51.50	44.60
VOC [g/h]	25.54	803.09	1.56	285.10	2430.20	278.19	299.46	65.37	19.70	4.94	61.34	53.13

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.585	3.834	2.866	3.031
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	655	855	655
d_b, Bicycle Delay [s]	24.89	24.89	18.04	24.89
l_b,int, Bicycle LOS Score for Intersection	2.731	3.085	2.041	1.740
Bicycle LOS	B	C	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	16	766	15	8	1075	32	43	42	67	13	44	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	9	0	0	18	0	0	7
Total Hourly Volume [veh/h]	17	1747	12	9	1931	26	47	46	55	14	48	21
Peak Hour Factor	0.9246	0.9246	0.9246	0.8460	0.8460	0.8460	0.5611	0.5611	0.5611	0.6762	0.6762	0.6762
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	472	3	3	571	8	21	20	25	5	18	8
Total Analysis Volume [veh/h]	18	1889	13	11	2283	31	84	82	98	21	71	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	15	59	0	5	49	0	11	29	0	11	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	45	0	30	66	0	12	33	0	12	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	86	86	2	85	85	7	14	14	3	10	10
g / C, Green / Cycle	0.02	0.71	0.71	0.01	0.71	0.71	0.06	0.12	0.12	0.02	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.01	0.52	0.01	0.01	0.42	0.42	0.05	0.04	0.06	0.01	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1887	1810	1900	1615	1810	1900	1714
c, Capacity [veh/h]	34	2580	1152	25	2561	1336	106	226	192	38	154	139
d1, Uniform Delay [s]	58.34	10.33	4.98	58.74	8.83	8.85	55.74	48.69	49.60	58.16	52.07	52.19
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.98	1.88	0.02	12.21	1.02	1.96	12.19	0.98	2.10	11.68	1.26	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.73	0.01	0.45	0.59	0.59	0.79	0.36	0.51	0.55	0.33	0.36
d, Delay for Lane Group [s/veh]	70.32	12.21	5.00	70.95	9.85	10.80	67.94	49.67	51.70	69.84	53.33	53.76
Lane Group LOS	E	B	A	E	A	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.64	12.48	0.08	0.41	8.43	9.18	2.85	2.31	2.85	0.75	1.52	1.49
50th-Percentile Queue Length [ft/ln]	16.09	311.97	2.10	10.20	210.85	229.53	71.25	57.82	71.32	18.78	37.89	37.22
95th-Percentile Queue Length [veh/ln]	1.16	18.27	0.15	0.73	13.20	14.15	5.13	4.16	5.13	1.35	2.73	2.68
95th-Percentile Queue Length [ft/ln]	28.96	456.81	3.78	18.36	329.91	353.76	128.24	104.08	128.37	33.81	68.20	67.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.32	12.21	5.00	70.95	10.17	10.80	67.94	49.67	51.70	69.84	53.45	53.76
Movement LOS	E	B	A	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	12.71			10.47			56.24			56.33		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	15.22											
Intersection LOS	B											
Intersection V/C	0.604											

Emissions

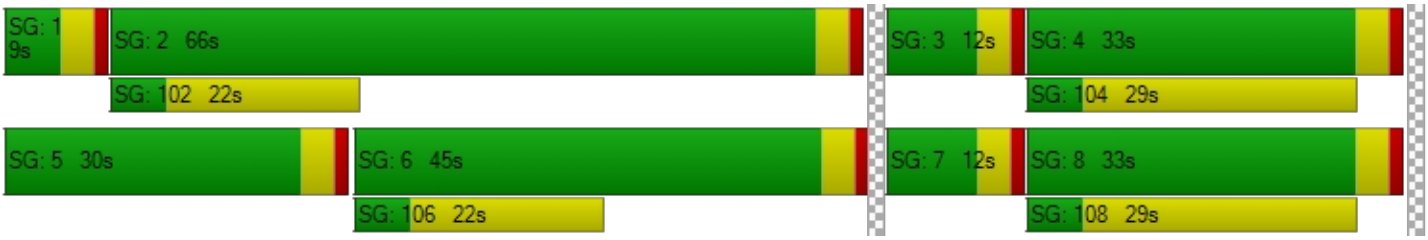
Vehicle Miles Traveled [mph]	9.06	950.98	6.54	4.10	566.84	296.38	4.63	4.52	5.40	1.40	3.43	3.35
Stops [stops/h]	19.31	748.74	2.52	12.24	506.03	275.44	85.50	69.38	85.58	22.54	45.47	44.67
Fuel consumption [US gal/h]	0.81	46.60	0.27	0.45	28.77	15.33	1.98	1.52	1.88	0.52	1.03	1.01
CO [g/h]	56.49	3257.42	18.79	31.57	2010.87	1071.63	138.44	106.44	131.43	36.43	72.23	70.90
NOx [g/h]	10.99	633.78	3.66	6.14	391.24	208.50	26.93	20.71	25.57	7.09	14.05	13.80
VOC [g/h]	13.09	754.94	4.36	7.32	466.04	248.36	32.08	24.67	30.46	8.44	16.74	16.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.522	3.530	2.434	2.380
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	683	1033	483	483
d_b, Bicycle Delay [s]	26.00	14.02	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.147	2.843	1.792	1.667
Bicycle LOS	C	C	A	A

Sequence

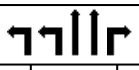
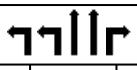
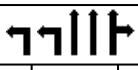
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	586	0	0	494	265	326	3	2	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	30	0	0	135	0	0	37	0	0	27
Total Hourly Volume [veh/h]	135	1036	89	310	1183	404	650	1126	112	157	799	81
Peak Hour Factor	0.8200	0.8200	0.8200	0.9321	0.9321	0.9321	0.8971	0.8971	0.8971	0.9286	0.9286	0.9286
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	316	27	83	317	108	181	314	31	42	215	22
Total Analysis Volume [veh/h]	165	1263	109	333	1269	433	725	1255	125	169	860	87
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	12	42	0	24	48	0	8	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	39	0	16	44	0	29	54	0	11	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	43	43	12	48	48	25	42	42	7	24	24
g / C, Green / Cycle	0.06	0.36	0.36	0.10	0.40	0.40	0.21	0.35	0.35	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.05	0.35	0.07	0.09	0.35	0.27	0.21	0.24	0.08	0.05	0.17	0.17
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1812
c, Capacity [veh/h]	205	1291	576	351	1442	644	732	1819	568	205	729	365
d1, Uniform Delay [s]	55.83	38.13	26.61	53.69	33.43	29.66	47.38	33.31	27.35	55.89	46.33	46.36
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.23	20.37	0.73	12.93	7.99	5.54	13.36	0.47	0.19	8.08	3.24	10.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.98	0.19	0.95	0.88	0.67	0.99	0.69	0.22	0.82	0.86	0.87
d, Delay for Lane Group [s/veh]	63.06	58.50	27.34	66.62	41.42	35.20	60.74	33.79	27.55	63.97	49.58	57.22
Lane Group LOS	E	E	C	E	D	D	E	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.61	20.98	2.20	5.49	17.70	10.73	11.57	9.81	2.42	2.66	8.96	9.78
50th-Percentile Queue Length [ft/ln]	65.36	524.52	55.10	137.33	442.42	268.37	289.36	245.13	60.41	66.49	223.98	244.39
95th-Percentile Queue Length [veh/ln]	4.71	28.49	3.97	9.34	24.60	16.11	17.15	14.94	4.35	4.79	13.87	14.90
95th-Percentile Queue Length [ft/ln]	117.65	712.32	99.18	233.42	614.90	402.70	428.84	373.51	108.74	119.68	346.70	372.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.06	58.50	27.34	66.62	41.42	35.20	60.74	33.79	27.55	63.97	51.62	57.22
Movement LOS	E	E	C	E	D	D	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	56.78			44.22			42.70			53.93		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	48.19											
Intersection LOS	D											
Intersection V/C	0.825											

Emissions

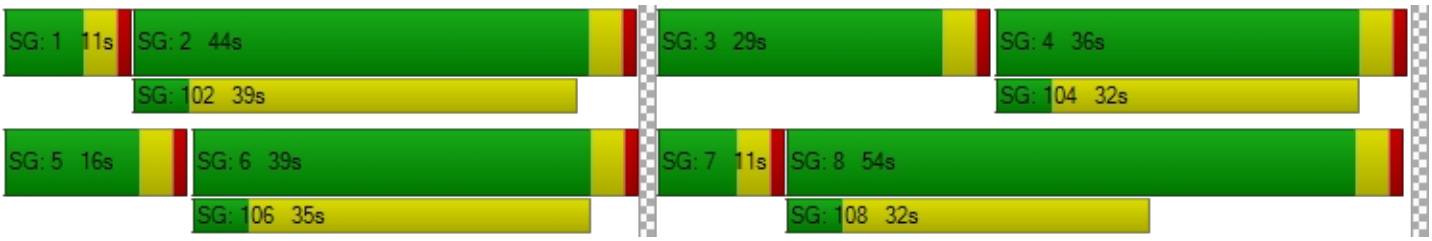
Vehicle Miles Traveled [mph]	81.97	627.47	54.15	167.64	638.85	217.99	181.19	313.65	31.24	18.35	68.46	34.38
Stops [stops/h]	156.87	1258.85	66.12	329.59	1061.81	322.04	694.46	882.46	72.49	159.57	537.56	293.26
Fuel consumption [US gal/h]	6.88	52.20	3.28	14.36	45.80	14.58	27.92	35.51	3.09	5.78	18.63	10.28
CO [g/h]	480.73	3648.47	229.60	1003.63	3201.21	1018.97	1951.63	2482.28	216.15	403.87	1302.56	718.82
NOx [g/h]	93.53	709.86	44.67	195.27	622.84	198.25	379.72	482.96	42.05	78.58	253.43	139.86
VOC [g/h]	111.41	845.57	53.21	232.60	741.91	236.16	452.31	575.29	50.09	93.60	301.88	166.59

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.362	3.714	3.659	3.420
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	667	833	533
d_b, Bicycle Delay [s]	30.10	26.67	20.42	32.27
l_b,int, Bicycle LOS Score for Intersection	2.852	3.350	2.738	2.188
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	29	602	15	18	857	15	19	15	12	24	17	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	587	0	0	496	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	4	0	0	3	0	0	4
Total Hourly Volume [veh/h]	32	1243	12	20	1430	12	21	16	10	26	19	12
Peak Hour Factor	0.8770	0.8770	0.8770	0.9127	0.9127	0.9127	0.6389	0.6389	0.6389	0.6453	0.6453	0.6453
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	354	3	5	392	3	8	6	4	10	7	5
Total Analysis Volume [veh/h]	36	1417	14	22	1567	13	33	25	16	40	29	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	30	0	5	30	0	27	32	0	27	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	34	0	9	34	0	31	36	0	31	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	81	81	2	80	80	3	7	7	4	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.02	0.72	0.72	0.03	0.07	0.07	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.26	0.26	0.01	0.43	0.01	0.02	0.01	0.01	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1890	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	55	2647	1383	40	2618	1169	54	245	109	60	135	114
d1, Uniform Delay [s]	52.76	5.35	5.35	53.22	7.41	4.23	52.74	48.15	48.29	52.60	48.22	48.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.42	0.37	0.71	10.91	1.02	0.02	10.82	0.18	0.61	12.35	0.79	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.36	0.36	0.54	0.60	0.01	0.61	0.10	0.15	0.67	0.22	0.17
d, Delay for Lane Group [s/veh]	65.18	5.72	6.06	64.13	8.43	4.25	63.56	48.33	48.90	64.95	49.02	48.73
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.15	3.06	3.33	0.72	8.02	0.08	1.05	0.33	0.43	1.29	0.77	0.51
50th-Percentile Queue Length [ft/ln]	28.68	76.54	83.27	18.09	200.46	1.95	26.35	8.14	10.72	32.15	19.36	12.70
95th-Percentile Queue Length [veh/ln]	2.06	5.51	6.00	1.30	12.66	0.14	1.90	0.59	0.77	2.32	1.39	0.91
95th-Percentile Queue Length [ft/ln]	51.62	137.77	149.88	32.56	316.56	3.52	47.43	14.66	19.30	57.88	34.85	22.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.18	5.84	6.06	64.13	8.43	4.25	63.56	48.33	48.90	64.95	49.02	48.73
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	7.30			9.16			55.24			56.20		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	10.65											
Intersection LOS	B											
Intersection V/C	0.487											

Emissions

Vehicle Miles Traveled [mph]	7.07	184.54	96.44	10.93	778.50	6.46	16.55	12.54	8.02	10.73	7.78	5.10
Stops [stops/h]	37.54	200.39	109.00	23.68	524.85	2.56	34.49	21.32	14.04	42.09	25.35	16.62
Fuel consumption [US gal/h]	1.19	9.91	5.27	0.87	37.64	0.29	1.32	0.88	0.57	1.25	0.78	0.51
CO [g/h]	82.94	692.84	368.17	60.66	2630.78	20.36	92.06	61.80	39.89	87.66	54.26	35.48
NOx [g/h]	16.14	134.80	71.63	11.80	511.85	3.96	17.91	12.02	7.76	17.06	10.56	6.90
VOC [g/h]	19.22	160.57	85.33	14.06	609.71	4.72	21.34	14.32	9.24	20.32	12.58	8.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.258	3.040	2.498	2.499
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	545	582	582
d_b, Bicycle Delay [s]	29.09	29.09	27.65	27.65
l_b,int, Bicycle LOS Score for Intersection	2.369	2.885	1.623	1.711
Bicycle LOS	B	C	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	72	372	14	65	454	156	172	278	82	14	228	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	168	0	0	166	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	43	0	0	22	0	0	16
Total Hourly Volume [veh/h]	78	405	11	71	495	127	187	471	67	15	415	46
Peak Hour Factor	0.6662	0.6662	0.6662	0.9500	0.9500	0.9500	0.9283	0.9283	0.9283	0.6898	0.6898	0.6898
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	152	4	19	130	33	50	127	18	5	150	17
Total Analysis Volume [veh/h]	117	608	17	75	521	134	201	507	72	22	602	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	11	31	0	5	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	28	0	9	26	0	14	34	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	33	33	4	30	30	10	25	25	2	17	17
g / C, Green / Cycle	0.08	0.41	0.41	0.05	0.38	0.38	0.13	0.31	0.31	0.02	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.06	0.17	0.17	0.04	0.18	0.18	0.11	0.16	0.16	0.01	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1882	1810	1900	1768	1810	1900	1818	1810	1900	1834
c, Capacity [veh/h]	148	775	768	97	722	671	226	594	569	46	405	391
d1, Uniform Delay [s]	36.04	16.79	16.79	37.37	18.72	18.74	34.45	22.37	22.38	38.46	30.16	30.18
k, delay calibration	0.17	0.50	0.50	0.11	0.50	0.50	0.25	0.11	0.11	0.11	0.13	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.22	1.57	1.59	12.10	2.19	2.37	22.18	0.65	0.68	7.56	5.66	5.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.40	0.41	0.77	0.47	0.47	0.89	0.50	0.50	0.48	0.84	0.84
d, Delay for Lane Group [s/veh]	49.25	18.36	18.38	49.47	20.91	21.11	56.63	23.01	23.05	46.02	35.82	36.17
Lane Group LOS	D	B	B	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.68	4.02	3.99	1.71	4.74	4.46	4.98	4.20	4.04	0.50	6.40	6.24
50th-Percentile Queue Length [ft/ln]	66.98	100.58	99.77	42.78	118.38	111.52	124.60	105.11	100.91	12.49	160.12	155.97
95th-Percentile Queue Length [veh/ln]	4.82	7.24	7.18	3.08	8.30	7.92	8.65	7.57	7.27	0.90	10.56	10.33
95th-Percentile Queue Length [ft/ln]	120.57	181.05	179.58	77.00	207.60	198.12	216.14	189.17	181.65	22.48	263.88	258.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.25	18.37	18.38	49.47	20.98	21.11	56.63	23.03	23.05	46.02	35.97	36.17
Movement LOS	D	B	B	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	23.24			23.93			31.69			36.31		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	28.72											
Intersection LOS	C											
Intersection V/C	0.534											

Emissions

Vehicle Miles Traveled [mph]	17.70	47.50	47.07	8.62	38.94	36.39	121.44	178.59	171.22	4.09	63.15	61.14
Stops [stops/h]	120.57	181.05	179.58	77.00	213.09	200.74	224.28	189.19	181.65	22.48	288.21	280.74
Fuel consumption [US gal/h]	2.99	4.65	4.61	1.82	4.93	4.63	9.27	9.86	9.46	0.63	8.23	8.01
CO [g/h]	209.08	325.23	322.49	127.24	344.51	323.95	647.79	689.11	661.04	43.73	574.99	559.81
NOx [g/h]	40.68	63.28	62.75	24.76	67.03	63.03	126.04	134.08	128.61	8.51	111.87	108.92
VOC [g/h]	48.46	75.37	74.74	29.49	79.84	75.08	150.13	159.71	153.20	10.14	133.26	129.74

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.661	2.790	2.823	2.701
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	750	625
d_b, Bicycle Delay [s]	19.60	21.03	15.63	18.91
l_b,int, Bicycle LOS Score for Intersection	2.175	2.197	2.221	2.143
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	37.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	25	140	91	58	168	14	10	341	38	124	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	10	14	8	25	18	20	159	26	26	179	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	28	0	0	8	0	0	17	0	0	10
Total Hourly Volume [veh/h]	36	163	85	71	208	25	31	531	50	161	523	29
Peak Hour Factor	0.8574	0.8574	0.8574	0.8571	0.8571	0.8571	0.7729	0.7729	0.7729	0.9044	0.9044	0.9044
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	48	25	21	61	7	10	172	16	45	145	8
Total Analysis Volume [veh/h]	42	190	99	83	243	29	40	687	65	178	578	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	8	53	0	13	58	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	26	0	13	26	0	13	46	0	25	58	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	33	33	6	36	36	4	42	42	13	51	51
g / C, Green / Cycle	0.03	0.30	0.30	0.06	0.32	0.32	0.03	0.38	0.38	0.12	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.02	0.10	0.06	0.05	0.13	0.02	0.02	0.36	0.04	0.10	0.16	0.16
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1865
c, Capacity [veh/h]	61	564	480	107	612	520	59	726	617	211	885	869
d1, Uniform Delay [s]	52.58	30.21	28.96	51.06	28.97	25.73	52.61	32.91	21.89	47.59	18.72	18.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.28	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.03	1.61	0.97	11.53	1.92	0.20	12.42	15.23	0.07	8.76	0.23	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.34	0.21	0.78	0.40	0.06	0.67	0.95	0.11	0.84	0.35	0.35
d, Delay for Lane Group [s/veh]	65.61	31.82	29.93	62.59	30.89	25.93	65.03	48.14	21.96	56.35	18.96	18.96
Lane Group LOS	E	C	C	E	C	C	E	D	C	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.36	4.13	2.07	2.57	5.23	0.55	1.27	19.55	1.05	5.14	4.74	4.66
50th-Percentile Queue Length [ft/ln]	33.92	103.21	51.65	64.31	130.63	13.72	31.71	488.85	26.25	128.51	118.50	116.44
95th-Percentile Queue Length [veh/ln]	2.44	7.43	3.72	4.63	8.97	0.99	2.28	26.81	1.89	8.86	8.31	8.20
95th-Percentile Queue Length [ft/ln]	61.05	185.77	92.97	115.77	224.35	24.69	57.08	670.15	47.26	221.47	207.76	204.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.61	31.82	29.93	62.59	30.89	25.93	65.03	48.14	21.96	56.35	18.96	18.96
Movement LOS	E	C	C	E	C	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	35.54			37.90			46.84			27.41		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	37.03											
Intersection LOS	D											
Intersection V/C	0.611											

Emissions

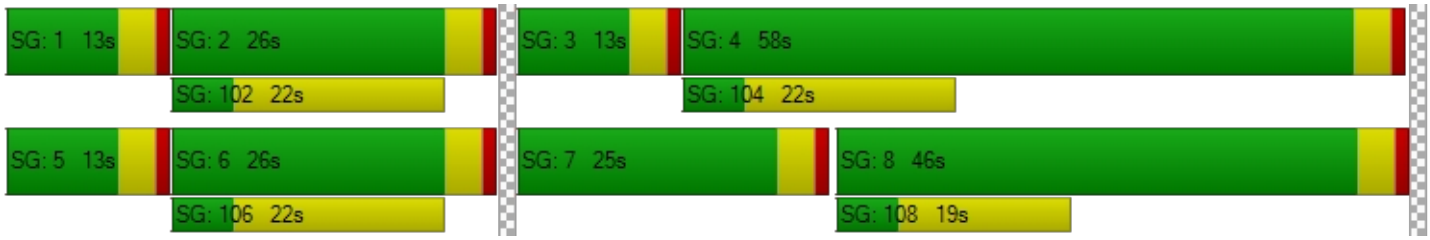
Vehicle Miles Traveled [mph]	18.46	83.51	43.51	6.53	19.13	2.28	2.65	45.44	4.30	25.94	44.84	44.05
Stops [stops/h]	44.40	135.11	67.61	84.19	171.00	17.96	41.52	639.95	34.37	168.24	155.12	152.43
Fuel consumption [US gal/h]	1.60	5.43	2.77	1.94	3.54	0.38	1.14	16.24	0.87	5.02	4.65	4.57
CO [g/h]	111.72	379.52	193.63	135.56	247.66	26.22	79.42	1135.45	60.48	351.03	325.23	319.56
NOx [g/h]	21.74	73.84	37.67	26.37	48.19	5.10	15.45	220.92	11.77	68.30	63.28	62.17
VOC [g/h]	25.89	87.96	44.88	31.42	57.40	6.08	18.41	263.15	14.02	81.35	75.38	74.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.427	2.467	2.764	2.821
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	400	764	982
d_b, Bicycle Delay [s]	35.20	35.20	21.02	14.25
l_b,int, Bicycle LOS Score for Intersection	2.152	2.159	2.894	2.218
Bicycle LOS	B	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	28.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	17	536	182	66	798	26	27	158	45	182	113	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	466	34	140	381	123	3	3	3	3	76	154
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	58	0	0	38	0	0	13	0	0	54
Total Hourly Volume [veh/h]	32	1050	174	212	1251	113	32	175	39	201	199	161
Peak Hour Factor	0.9023	0.9023	0.9023	0.9304	0.9304	0.9304	0.8297	0.8297	0.8297	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	291	48	57	336	30	10	53	12	63	63	51
Total Analysis Volume [veh/h]	35	1164	193	228	1345	121	39	211	47	253	251	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	17	31	0	16	32	0	19	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	30	0	21	40	0	20	36	0	23	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	51	51	16	63	63	4	10	10	17	24	24
g / C, Green / Cycle	0.03	0.46	0.46	0.14	0.58	0.58	0.03	0.09	0.09	0.16	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.02	0.22	0.12	0.13	0.26	0.07	0.02	0.06	0.03	0.14	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	54	2402	750	258	2984	931	58	332	148	283	781	349
d1, Uniform Delay [s]	52.77	20.37	17.94	46.28	13.32	10.66	52.66	48.19	46.74	45.51	36.34	38.68
k, delay calibration	0.11	0.50	0.50	0.29	0.50	0.50	0.11	0.11	0.11	0.29	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.11	0.70	0.83	21.77	0.49	0.29	12.62	2.03	1.22	21.52	0.24	1.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.48	0.26	0.88	0.45	0.13	0.67	0.64	0.32	0.89	0.32	0.58
d, Delay for Lane Group [s/veh]	64.88	21.08	18.77	68.05	13.82	10.95	65.28	50.22	47.96	67.03	36.57	40.22
Lane Group LOS	E	C	B	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.11	6.56	2.98	7.46	5.81	1.30	1.24	2.80	1.22	8.22	2.78	4.89
50th-Percentile Queue Length [ft/ln]	27.83	164.03	74.44	186.61	145.14	32.47	31.01	70.12	30.54	205.61	69.41	122.14
95th-Percentile Queue Length [veh/ln]	2.00	10.76	5.36	11.94	9.76	2.34	2.23	5.05	2.20	12.93	5.00	8.51
95th-Percentile Queue Length [ft/ln]	50.09	269.06	133.99	298.62	243.93	58.44	55.82	126.22	54.97	323.19	124.94	212.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.88	21.08	18.77	68.05	13.82	10.95	65.28	50.22	47.96	67.03	36.57	40.22
Movement LOS	E	C	B	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	21.86			20.91			51.84			48.52		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	28.25											
Intersection LOS	C											
Intersection V/C	0.549											

Emissions

Vehicle Miles Traveled [mph]	14.53	483.13	80.11	68.10	401.72	36.14	2.76	14.92	3.32	46.56	46.20	37.36
Stops [stops/h]	36.43	644.20	97.45	244.28	570.01	42.51	40.60	183.59	39.98	269.16	181.73	159.89
Fuel consumption [US gal/h]	1.41	29.56	4.69	8.53	24.64	2.04	1.12	4.95	1.07	8.39	5.71	4.93
CO [g/h]	98.77	2066.43	328.15	596.16	1722.30	142.38	78.10	346.02	74.77	586.68	399.20	344.61
NOx [g/h]	19.22	402.05	63.85	115.99	335.10	27.70	15.20	67.32	14.55	114.15	77.67	67.05
VOC [g/h]	22.89	478.92	76.05	138.17	399.16	33.00	18.10	80.19	17.33	135.97	92.52	79.87

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.387	3.374	2.667	2.895
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	655	582	636
d_b, Bicycle Delay [s]	32.07	24.89	27.65	25.57
l_b,int, Bicycle LOS Score for Intersection	2.357	2.512	1.815	2.187
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	60	150	7	67	251	31	48	126	116	1	84	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	2	4	23	77	20	99	0	5	109	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	172	10	77	297	111	72	236	126	6	201	42
Peak Hour Factor	0.9435	0.9435	0.9435	0.8756	0.8756	0.8756	0.8401	0.8401	0.8401	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	46	3	22	85	32	21	70	37	2	68	14
Total Analysis Volume [veh/h]	69	182	11	88	339	127	86	281	150	8	273	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	405	428	433	436	464	509	437	464	507	495	533
Degree of Utilization, x	0.17	0.23	0.22	0.20	0.73	0.25	0.20	0.61	0.30	0.02	0.62

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.61	0.85	0.85	0.75	5.92	0.98	0.72	3.94	1.23	0.05	4.19
95th-Percentile Queue Length [ft]	15.19	21.37	21.13	18.63	147.90	24.49	18.09	98.42	30.64	1.23	104.83
Approach Delay [s/veh]	13.45			22.48			17.65			19.61	
Approach LOS	B			C			C			C	
Intersection Delay [s/veh]	18.99										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	106	385	2	10	347	105	195	107	103	1	175	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	46	0	0	47	0	0	11
Total Hourly Volume [veh/h]	157	1135	53	81	1329	136	244	327	139	45	270	31
Peak Hour Factor	0.9427	0.9427	0.9427	0.9056	0.9056	0.9056	0.9714	0.9714	0.9714	0.8451	0.8451	0.8451
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	301	14	22	367	38	63	84	36	13	80	9
Total Analysis Volume [veh/h]	167	1204	56	89	1468	150	251	337	143	53	319	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	33	0	11	32	0	24	37	0	13	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	40	0	12	33	0	23	30	0	28	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	60	60	7	55	55	17	23	23	4	10	10
g / C, Green / Cycle	0.11	0.55	0.55	0.06	0.50	0.50	0.16	0.21	0.21	0.04	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.09	0.33	0.03	0.05	0.41	0.09	0.14	0.09	0.09	0.03	0.06	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	197	1969	879	113	1801	804	281	753	336	72	478	149
d1, Uniform Delay [s]	48.09	17.11	11.83	50.85	23.35	15.29	45.56	38.03	37.83	52.27	48.28	46.37
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.18	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.16	1.43	0.14	11.43	4.20	0.51	14.48	0.42	0.85	13.86	1.61	0.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.61	0.06	0.79	0.82	0.19	0.89	0.45	0.43	0.74	0.67	0.25
d, Delay for Lane Group [s/veh]	63.25	18.54	11.97	62.28	27.55	15.81	60.04	38.44	38.69	66.13	49.89	47.23
Lane Group LOS	E	B	B	E	C	B	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.18	9.71	0.63	2.71	15.57	2.06	7.68	3.92	3.35	1.70	2.84	0.96
50th-Percentile Queue Length [ft/ln]	129.59	242.80	15.83	67.66	389.31	51.46	191.99	98.00	83.82	42.42	70.96	24.00
95th-Percentile Queue Length [veh/ln]	8.92	14.82	1.14	4.87	22.04	3.71	12.22	7.06	6.03	3.05	5.11	1.73
95th-Percentile Queue Length [ft/ln]	222.94	370.58	28.50	121.79	551.10	92.63	305.60	176.40	150.87	76.35	127.72	43.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.25	18.54	11.97	62.28	27.55	15.81	60.04	38.44	38.69	66.13	49.89	47.23
Movement LOS	E	B	B	E	C	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	23.51			28.33			45.91			51.76		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	31.97											
Intersection LOS	C											
Intersection V/C	0.698											

Emissions

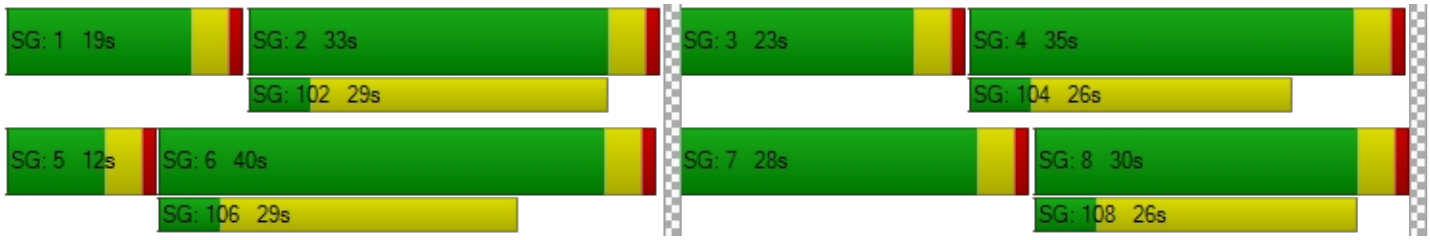
Vehicle Miles Traveled [mph]	10.88	78.44	3.65	7.05	116.27	11.88	27.35	36.72	15.58	26.70	160.73	18.64
Stops [stops/h]	169.65	635.70	20.73	88.58	1019.28	67.37	251.33	256.58	109.73	55.53	278.67	31.42
Fuel consumption [US gal/h]	4.63	15.13	0.52	2.47	24.89	1.73	6.52	6.47	2.76	2.22	11.73	1.33
CO [g/h]	323.75	1057.91	36.29	172.71	1739.70	120.75	455.40	452.41	193.05	154.84	820.17	93.11
NOx [g/h]	62.99	205.83	7.06	33.60	338.48	23.49	88.60	88.02	37.56	30.13	159.57	18.12
VOC [g/h]	75.03	245.18	8.41	40.03	403.19	27.98	105.54	104.85	44.74	35.89	190.08	21.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.259	3.323	2.943	2.792
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	527	473	564
d_b, Bicycle Delay [s]	24.89	29.82	32.07	28.37
l_b,int, Bicycle LOS Score for Intersection	2.752	3.006	2.201	1.791
Bicycle LOS	C	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0	0	554	0	0	569	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	17	9	3	11	13	11	914	51	10	801	11
Peak Hour Factor	0.7625	0.7625	0.7625	0.6125	0.6125	0.6125	0.9369	0.9369	0.9369	0.7804	0.7804	0.7804
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	6	3	1	4	5	3	244	14	3	257	4
Total Analysis Volume [veh/h]	63	22	12	5	18	21	12	976	54	13	1026	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	476	490	531	572	572	583	532	574	574	577
Degree of Utilization, x	0.20	0.09	0.02	0.60	0.60	0.59	0.02	0.60	0.60	0.60

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.76	0.29	0.07	3.95	3.95	3.82	0.08	4.01	4.01	3.98
95th-Percentile Queue Length [ft]	18.90	7.37	1.73	98.72	98.72	95.40	1.88	100.3	100.3	99.44
Approach Delay [s/veh]	12.49	11.08	17.66				17.93			
Approach LOS	B	B	C				C			
Intersection Delay [s/veh]	17.43									
Intersection LOS	C									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	35.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	233	39	554	22	0	576	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	107	0	0	20	0	0	3
Total Hourly Volume [veh/h]	35	65	10	33	162	322	126	915	60	9	835	10
Peak Hour Factor	0.8771	0.8771	0.8771	0.8074	0.8074	0.8074	0.8657	0.8657	0.8657	0.8526	0.8526	0.8526
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	19	3	10	50	100	36	264	17	3	245	3
Total Analysis Volume [veh/h]	40	74	11	41	201	399	146	1057	69	11	979	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	42	0	17	54	0	11	40	40	5	34	34
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	37	0	9	36	0	19	43	43	11	35	35
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	42	41	41	3	40	10	39	47	1	30	37
g / C, Green / Cycle	0.42	0.41	0.41	0.03	0.40	0.10	0.39	0.47	0.01	0.30	0.37
(v / s)_i Volume / Saturation Flow Rate	0.05	0.04	0.01	0.02	0.35	0.08	0.29	0.04	0.01	0.27	0.01
s, saturation flow rate [veh/h]	832	1900	1615	1810	1700	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	141	771	655	62	675	180	1392	756	27	1086	605
d1, Uniform Delay [s]	45.25	18.37	17.77	47.69	28.08	44.09	26.74	14.79	48.81	33.58	19.71
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.13	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.96	0.25	0.05	11.13	16.08	8.38	0.88	0.06	9.53	3.08	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.10	0.02	0.66	0.89	0.81	0.76	0.09	0.41	0.90	0.02
d, Delay for Lane Group [s/veh]	50.21	18.61	17.82	58.82	44.16	52.48	27.62	14.85	58.34	36.66	19.72
Lane Group LOS	D	B	B	E	D	D	C	B	E	D	B
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.75	1.10	0.16	1.17	15.22	3.83	10.26	0.82	0.34	11.12	0.17
50th-Percentile Queue Length [ft/ln]	18.78	27.51	3.98	29.22	380.53	95.70	256.42	20.53	8.38	277.89	4.23
95th-Percentile Queue Length [veh/ln]	1.35	1.98	0.29	2.10	21.62	6.89	15.51	1.48	0.60	16.58	0.30
95th-Percentile Queue Length [ft/ln]	33.80	49.52	7.16	52.59	540.49	172.26	387.73	36.96	15.08	414.58	7.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.21	18.61	17.82	58.82	44.16	44.16	52.48	27.62	14.85	58.34	36.66	19.72
Movement LOS	D	B	B	E	D	D	D	C	B	E	D	B
d_A, Approach Delay [s/veh]	28.66			45.10			29.78			36.70		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	35.24											
Intersection LOS	D											
Intersection V/C	0.707											

Emissions

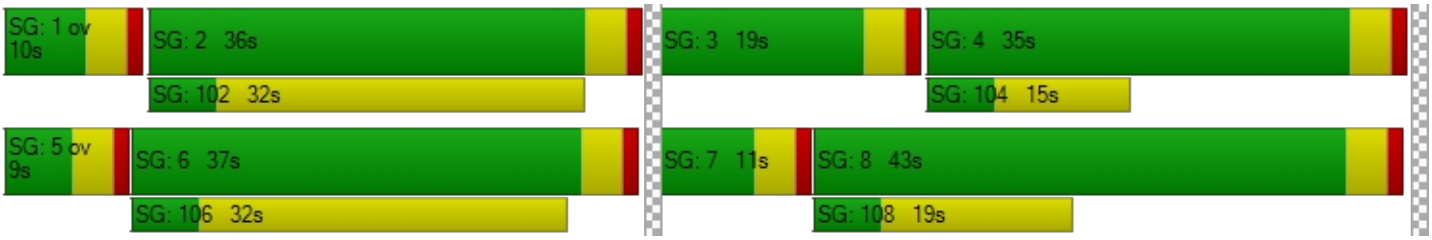
Vehicle Miles Traveled [mph]	10.08	18.64	2.77	20.59	301.31	13.40	97.04	6.33	2.73	242.87	2.98
Stops [stops/h]	27.04	39.62	5.73	42.08	547.97	137.81	738.50	29.57	12.07	800.32	6.09
Fuel consumption [US gal/h]	0.97	1.27	0.19	1.72	22.53	3.73	18.45	0.79	0.37	25.58	0.23
CO [g/h]	68.01	88.54	12.98	120.20	1575.03	260.86	1289.56	55.45	26.15	1788.01	15.79
NOx [g/h]	13.23	17.23	2.52	23.39	306.44	50.75	250.90	10.79	5.09	347.88	3.07
VOC [g/h]	15.76	20.52	3.01	27.86	365.03	60.46	298.87	12.85	6.06	414.39	3.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.247	2.578	3.198	3.047
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	640	780	620
d_b, Bicycle Delay [s]	22.45	23.12	18.61	23.81
l_b,int, Bicycle LOS Score for Intersection	1.771	2.794	2.626	2.389
Bicycle LOS	A	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	634	0	0	833	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	35	0	0	59	0	0	1
Total Hourly Volume [veh/h]	138	34	7	17	74	106	35	1119	175	9	1308	4
Peak Hour Factor	0.9167	0.9167	0.9167	0.7870	0.7870	0.7870	0.8687	0.8687	0.8687	0.9239	0.9239	0.9239
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	9	2	5	24	34	10	322	50	2	354	1
Total Analysis Volume [veh/h]	151	37	8	22	94	135	40	1288	201	10	1416	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	5	37	0	5	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	9	38	0	12	41	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	30	30	30	3	37	37	1	35	35
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.04	0.46	0.46	0.01	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.13	0.02	0.02	0.13	0.02	0.36	0.12	0.01	0.39	0.00
s, saturation flow rate [veh/h]	1170	1842	1383	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	387	693	552	647	67	1665	743	25	1580	705
d1, Uniform Delay [s]	25.57	15.96	18.03	17.96	37.92	18.10	13.31	39.12	20.85	12.72
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.95	0.18	0.14	1.52	8.10	0.79	0.19	9.99	2.04	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.06	0.04	0.35	0.59	0.77	0.27	0.40	0.90	0.01
d, Delay for Lane Group [s/veh]	28.52	16.14	18.17	19.48	46.01	18.89	13.51	49.11	22.89	12.72
Lane Group LOS	C	B	B	B	D	B	B	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.61	0.52	0.28	3.05	0.88	8.60	1.97	0.25	10.86	0.04
50th-Percentile Queue Length [ft/ln]	65.32	13.01	6.92	76.33	22.02	215.03	49.31	6.35	271.41	0.91
95th-Percentile Queue Length [veh/ln]	4.70	0.94	0.50	5.50	1.59	13.41	3.55	0.46	16.26	0.07
95th-Percentile Queue Length [ft/ln]	117.57	23.41	12.46	137.39	39.64	335.28	88.76	11.43	406.50	1.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.52	16.14	16.14	18.17	19.48	19.48	46.01	18.89	13.51	49.11	22.89	12.72
Movement LOS	C	B	B	B	B	B	D	B	B	D	C	B
d_A, Approach Delay [s/veh]	25.68			19.37			18.90			23.04		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	21.06											
Intersection LOS	C											
Intersection V/C	0.547											

Emissions

Vehicle Miles Traveled [mph]	51.29	15.29	5.32	55.35	4.68	150.83	23.54	0.82	116.04	0.33
Stops [stops/h]	117.57	23.41	12.46	137.39	39.64	774.11	88.76	11.43	977.07	1.64
Fuel consumption [US gal/h]	3.87	0.93	0.39	4.24	1.03	19.75	2.46	0.27	22.72	0.04
CO [g/h]	270.42	64.69	27.56	296.38	71.86	1380.38	172.16	18.89	1588.20	2.94
NOx [g/h]	52.61	12.59	5.36	57.66	13.98	268.57	33.50	3.67	309.01	0.57
VOC [g/h]	62.67	14.99	6.39	68.69	16.65	319.92	39.90	4.38	368.08	0.68

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.312	2.145	3.558	3.152
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	850	925
d_b, Bicycle Delay [s]	18.23	18.23	13.23	11.56
l_b,int, Bicycle LOS Score for Intersection	1.886	2.032	2.870	2.740
Bicycle LOS	A	B	C	B

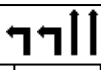
Sequence

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

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	281	0	0	0	107	353	0	0	439	394
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	117	0	0	0	0	0	0	0	0	169
Total Hourly Volume [veh/h]	107	3	349	0	0	0	157	922	0	0	898	505
Peak Hour Factor	0.8655	0.8655	0.8655	1.0000	1.0000	1.0000	0.9008	0.9008	1.0000	1.0000	0.8591	0.8591
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	1	101	0	0	0	44	256	0	0	261	147
Total Analysis Volume [veh/h]	124	3	403	0	0	0	174	1024	0	0	1045	588
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	0	0	5	52	0	0	43	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	42	0	0	0	0	10	68	0	0	58	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	110	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	48		6	54	44	44
g / C, Green / Cycle	0.43	0.43	0.43		0.05	0.50	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.05		0.05	0.28	0.29	0.36
s, saturation flow rate [veh/h]	1810	1814	8500		3514	3618	3618	1615
c, Capacity [veh/h]	781	783	3670		192	1793	1464	653
d1, Uniform Delay [s]	18.41	18.41	18.64		51.72	19.52	27.42	30.66
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.20	0.06		14.74	0.29	0.66	11.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.08	0.11		0.91	0.57	0.71	0.90
d, Delay for Lane Group [s/veh]	18.61	18.61	18.71		66.46	19.81	28.07	41.66
Lane Group LOS	B	B	B		E	B	C	D
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.00	1.00	6.18		2.71	8.54	11.39	16.16
50th-Percentile Queue Length [ft/ln]	24.89	24.94	154.60		67.76	213.48	284.68	403.98
95th-Percentile Queue Length [veh/ln]	1.79	1.80	10.26		4.88	13.33	16.92	22.75
95th-Percentile Queue Length [ft/ln]	44.79	44.89	256.56		121.96	333.29	423.03	568.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.61	18.61	18.71	0.00	0.00	0.00	66.46	19.81	0.00	0.00	28.07	41.66
Movement LOS	B	B	B				E	B			C	D
d_A, Approach Delay [s/veh]	18.68			0.00			26.59			32.97		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	28.44											
Intersection LOS	C											
Intersection V/C	0.461											

Emissions

Vehicle Miles Traveled [mph]	9.50	9.52	60.34		25.01	147.18	122.38	68.86
Stops [stops/h]	32.58	32.65	202.39		177.40	558.94	745.33	528.84
Fuel consumption [US gal/h]	0.81	0.81	5.14		5.42	16.12	15.13	10.74
CO [g/h]	56.70	56.82	359.01		378.58	1127.00	1057.30	750.83
NOx [g/h]	11.03	11.06	69.85		73.66	219.27	205.71	146.08
VOC [g/h]	13.14	13.17	83.20		87.74	261.19	245.04	174.01

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	46.37	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.255	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	691	0	1164	982
d_b, Bicycle Delay [s]	23.56	55.00	9.62	14.25
l_b,int, Bicycle LOS Score for Intersection	2.627	4.132	2.548	3.046
Bicycle LOS	B	D	B	C

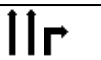
Sequence

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

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	343	1	34	0	228	87	292	160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	281	0	70	0	179	107	394	115	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	27	0	0	51	0	0	0
Total Hourly Volume [veh/h]	0	0	0	655	1	80	0	428	151	712	289	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9087	0.9087	0.9087	1.0000	0.9128	0.9128	0.8958	0.8958	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	180	0	22	0	117	41	199	81	0
Total Analysis Volume [veh/h]	0	0	0	721	1	88	0	469	165	795	323	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	16	0	0	10	0	22	36	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	28	0	0	15	0	17	32	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		20	20	20	11	11	17	32
g / C, Green / Cycle		0.34	0.34	0.34	0.18	0.18	0.28	0.53
(v / s)_i Volume / Saturation Flow Rate		0.20	0.20	0.05	0.13	0.10	0.23	0.09
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		612	612	546	649	290	993	1912
d1, Uniform Delay [s]		16.42	16.42	13.90	23.21	22.50	19.96	7.32
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		4.14	4.14	0.63	1.54	1.76	1.55	0.04
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.59	0.59	0.16	0.72	0.57	0.80	0.17
d, Delay for Lane Group [s/veh]		20.56	20.56	14.53	24.74	24.25	21.51	7.36
Lane Group LOS		C	C	B	C	C	C	A
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		4.18	4.18	0.81	2.86	2.00	4.52	0.77
50th-Percentile Queue Length [ft/ln]		104.49	104.49	20.33	71.58	49.99	112.96	19.24
95th-Percentile Queue Length [veh/ln]		7.52	7.52	1.46	5.15	3.60	8.00	1.39
95th-Percentile Queue Length [ft/ln]		188.08	188.09	36.60	128.84	89.99	200.11	34.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	20.56	20.56	14.53	0.00	24.74	24.25	21.51	7.36	0.00
Movement LOS				C	C	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			19.91			24.62			17.42		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	19.99											
Intersection LOS	B											
Intersection V/C	0.555											

Emissions

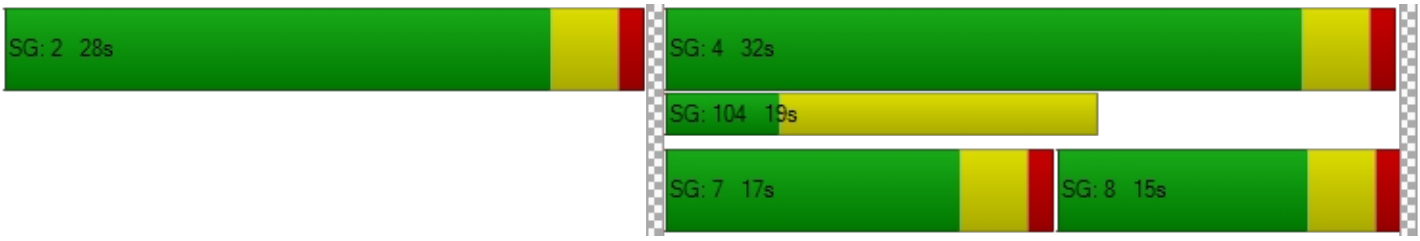
Vehicle Miles Traveled [mph]		24.20	24.20	5.90	53.39	18.78	114.27	46.43
Stops [stops/h]		250.78	250.79	48.80	343.58	119.98	542.22	92.37
Fuel consumption [US gal/h]		4.84	4.84	0.95	8.46	2.95	14.14	3.22
CO [g/h]		338.40	338.41	66.47	591.62	206.21	988.31	225.34
NOx [g/h]		65.84	65.84	12.93	115.11	40.12	192.29	43.84
VOC [g/h]		78.43	78.43	15.41	137.11	47.79	229.05	52.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.322		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	800		367	933
d_b, Bicycle Delay [s]	30.00	10.80		20.01	8.53
l_b,int, Bicycle LOS Score for Intersection	4.132	2.941		2.125	2.482
Bicycle LOS	D	C		B	B

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	70	162	30	50	277	34	51	352	105	64	327	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	49	9	0	3	25	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	9	0	0	29	0	0	9
Total Hourly Volume [veh/h]	125	186	25	58	327	28	56	384	85	70	356	28
Peak Hour Factor	0.7846	0.7846	0.7846	0.8624	0.8624	0.8624	0.8872	0.8872	0.8872	0.8643	0.8643	0.8643
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	59	8	17	95	8	16	108	24	20	103	8
Total Analysis Volume [veh/h]	159	237	32	67	379	32	63	433	96	81	412	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	31	0	6	26	0	5	22	0	5	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	31	0	12	30	0	11	27	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	43	4	38	38	4	12	12	5	13	13
g / C, Green / Cycle	0.11	0.54	0.54	0.05	0.48	0.48	0.05	0.15	0.15	0.06	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.09	0.07	0.07	0.04	0.11	0.11	0.03	0.12	0.06	0.04	0.11	0.02
s, saturation flow rate [veh/h]	1810	1900	1822	1810	1900	1849	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	195	1024	982	89	913	888	86	556	248	105	593	265
d1, Uniform Delay [s]	34.91	9.16	9.17	37.55	12.12	12.13	37.58	32.54	30.45	37.16	31.55	28.52
k, delay calibration	0.14	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.15	0.27	0.29	11.99	0.58	0.60	11.13	2.40	0.98	11.30	1.47	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.13	0.13	0.75	0.23	0.23	0.73	0.78	0.39	0.77	0.69	0.12
d, Delay for Lane Group [s/veh]	45.06	9.43	9.45	49.54	12.70	12.73	48.72	34.94	31.44	48.46	33.02	28.72
Lane Group LOS	D	A	A	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.38	1.06	1.03	1.52	2.00	1.97	1.42	3.94	1.62	1.80	3.61	0.51
50th-Percentile Queue Length [ft/ln]	84.62	26.38	25.74	37.98	50.09	49.23	35.40	98.40	40.61	45.06	90.32	12.63
95th-Percentile Queue Length [veh/ln]	6.09	1.90	1.85	2.73	3.61	3.54	2.55	7.09	2.92	3.24	6.50	0.91
95th-Percentile Queue Length [ft/ln]	152.31	47.48	46.33	68.36	90.16	88.61	63.72	177.13	73.10	81.11	162.58	22.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.06	9.44	9.45	49.54	12.72	12.73	48.72	34.94	31.44	48.46	33.02	28.72
Movement LOS	D	A	A	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	22.67			17.88			35.84			35.14		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	28.63											
Intersection LOS	C											
Intersection V/C	0.362											

Emissions

Vehicle Miles Traveled [mph]	79.68	68.37	66.43	33.54	103.91	101.82	31.89	219.15	48.59	13.47	68.50	5.32
Stops [stops/h]	152.31	47.48	46.33	68.36	90.16	88.61	63.72	354.25	73.10	81.11	325.15	22.73
Fuel consumption [US gal/h]	6.08	3.20	3.11	2.67	5.22	5.12	2.51	15.00	3.19	2.27	9.16	0.65
CO [g/h]	425.17	223.38	217.25	186.98	364.84	357.81	175.43	1048.15	222.88	158.59	640.23	45.58
NOx [g/h]	82.72	43.46	42.27	36.38	70.99	69.62	34.13	203.93	43.36	30.86	124.57	8.87
VOC [g/h]	98.54	51.77	50.35	43.33	84.56	82.93	40.66	242.92	51.65	36.75	148.38	10.56

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.606	2.551	2.790	2.723
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	675	650	575	550
d_b, Bicycle Delay [s]	17.56	18.23	20.31	21.03
l_b,int, Bicycle LOS Score for Intersection	1.919	1.961	2.072	2.000
Bicycle LOS	A	A	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	153	644	137	192	794	31	23	264	188	131	230	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	467	0	0	443	2	9	0	12	31	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	9	0	0	54	0	0	26
Total Hourly Volume [veh/h]	169	1169	103	209	1308	27	34	288	163	174	269	79
Peak Hour Factor	0.9266	0.9266	0.9266	0.9141	0.9141	0.9141	0.9141	0.9141	0.9141	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	315	28	57	358	7	9	79	45	46	70	21
Total Analysis Volume [veh/h]	182	1262	111	229	1431	30	37	315	178	182	282	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	16	50	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	16	32	0	14	30	0	14	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	39	39	12	41	41	3	13	13	10	20	20
g / C, Green / Cycle	0.11	0.44	0.44	0.13	0.46	0.46	0.03	0.14	0.14	0.11	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.10	0.24	0.07	0.13	0.40	0.02	0.02	0.09	0.11	0.10	0.08	0.05
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	201	2262	706	241	1661	742	63	509	227	201	786	351
d1, Uniform Delay [s]	39.53	18.86	15.32	38.70	21.77	13.41	42.80	36.39	37.34	39.53	29.91	29.07
k, delay calibration	0.19	0.50	0.50	0.21	0.50	0.50	0.11	0.11	0.11	0.31	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.50	1.00	0.48	27.06	6.13	0.10	8.47	1.23	5.82	30.61	0.28	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.56	0.16	0.95	0.86	0.04	0.59	0.62	0.78	0.91	0.36	0.24
d, Delay for Lane Group [s/veh]	61.03	19.86	15.79	65.76	27.90	13.51	51.27	37.62	43.16	70.14	30.19	29.42
Lane Group LOS	E	B	B	E	C	B	D	D	D	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.98	6.05	1.34	6.56	13.18	0.32	0.93	3.18	3.95	5.62	2.58	1.49
50th-Percentile Queue Length [ft/ln]	124.41	151.20	33.60	163.99	329.51	8.12	23.13	79.51	98.87	140.56	64.55	37.34
95th-Percentile Queue Length [veh/ln]	8.63	10.08	2.42	10.76	19.13	0.58	1.67	5.72	7.12	9.51	4.65	2.69
95th-Percentile Queue Length [ft/ln]	215.87	252.03	60.49	269.00	478.36	14.62	41.64	143.12	177.96	237.78	116.19	67.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.03	19.86	15.79	65.76	27.90	13.51	51.27	37.62	43.16	70.14	30.19	29.42
Movement LOS	E	B	B	E	C	B	D	D	D	E	C	C
d_A, Approach Delay [s/veh]	24.39			32.78			40.43			43.36		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.04											
Intersection LOS	C											
Intersection V/C	0.707											

Emissions

Vehicle Miles Traveled [mph]	9.74	67.55	5.94	100.90	630.53	13.22	3.57	30.41	17.18	92.11	142.73	42.01
Stops [stops/h]	199.05	725.75	53.76	262.39	1054.43	13.00	37.01	254.43	158.18	224.90	206.56	59.74
Fuel consumption [US gal/h]	5.07	16.44	1.23	9.79	42.85	0.70	0.97	6.62	4.12	7.63	8.75	2.56
CO [g/h]	354.33	1149.18	85.90	683.99	2995.15	48.73	67.70	462.54	287.92	533.47	611.55	178.68
NOx [g/h]	68.94	223.59	16.71	133.08	582.75	9.48	13.17	89.99	56.02	103.79	118.99	34.76
VOC [g/h]	82.12	266.33	19.91	158.52	694.16	11.29	15.69	107.20	66.73	123.64	141.73	41.41

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.403	3.257	2.796	2.696
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	622	578	578
d_b, Bicycle Delay [s]	22.76	21.36	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.434	2.961	2.041	2.032
Bicycle LOS	B	C	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	26	0	17	20	339	0	0	231	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	22	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	28	0	19	22	392	0	0	252	23
Peak Hour Factor	1.0000	1.0000	1.0000	0.8077	1.0000	0.8077	0.8800	0.8800	0.8800	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	9	0	6	6	111	0	0	76	7
Total Analysis Volume [veh/h]	0	0	0	35	0	24	25	445	0	0	304	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.50	16.89	9.57	15.22	0.00	9.33	7.97	0.00	0.00	8.20	0.00	0.00
Movement LOS	C	C	A	C		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.30	0.00	0.09	0.06	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	7.41	0.00	2.16	1.54	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.99			12.83			0.42			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.11											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	170.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	41	59	138	82	0	1	172	1	101	79	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	22	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	45	64	172	89	0	1	187	1	110	86	71
Peak Hour Factor	0.9950	0.9950	0.9950	0.7801	0.7801	0.7801	0.8788	0.8788	0.8788	0.8652	0.8652	0.8652
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	16	55	29	0	0	53	0	32	25	21
Total Analysis Volume [veh/h]	0	45	64	220	114	0	1	213	1	127	99	82
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	561	526	566	494	530	530	501	539	604
Degree of Utilization, x	0.19	0.42	0.20	0.00	0.20	0.20	0.25	0.18	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.71	2.05	0.75	0.01	0.75	0.75	1.00	0.67	0.47
95th-Percentile Queue Length [ft]	17.87	51.21	18.65	0.15	18.71	18.69	24.96	16.68	11.71
Approach Delay [s/veh]	10.96	13.11		11.19			11.13		
Approach LOS	B	B		B			B		
Intersection Delay [s/veh]	11.81								
Intersection LOS	B								

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	90	2	170	118	4	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	2	185	129	4	83
Peak Hour Factor	0.8214	0.8214	0.8944	0.8944	0.7950	0.7950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	52	36	1	26
Total Analysis Volume [veh/h]	119	2	207	144	5	104
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.14	0.00	0.01	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.83	0.00	14.78	9.02
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.49	0.00	0.04	0.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.17	0.00	1.02	8.68
d_A, Approach Delay [s/veh]	0.00		4.62		9.28	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	39	189	37	81	247	77	50	146	59	13	101	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	58	0	0	25	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	264	37	88	294	84	55	159	64	14	110	55
Peak Hour Factor	0.8588	0.8588	0.8588	0.8821	0.8821	0.8821	0.8231	0.8231	0.8231	0.8039	0.8039	0.8039
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	77	11	25	83	24	17	48	19	4	34	17
Total Analysis Volume [veh/h]	57	307	43	100	333	95	67	193	78	17	137	68
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	467	498	510	476	509	531	493	539	475	504	553
Degree of Utilization, x	0.12	0.35	0.34	0.21	0.42	0.40	0.14	0.50	0.04	0.27	0.12

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	1.56	1.51	0.78	2.06	1.93	0.47	2.79	0.11	1.09	0.42
95th-Percentile Queue Length [ft]	10.34	39.09	37.82	19.62	51.60	48.26	11.69	69.80	2.78	27.34	10.45
Approach Delay [s/veh]	13.30			14.00			14.96		11.62		
Approach LOS	B			B			B		B		
Intersection Delay [s/veh]	13.67										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	55	804	189	48	941	29	45	25	54	207	15	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	444	0	0	459	2	1	0	8	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	206	0	0	34	0	0	67	0	0	45
Total Hourly Volume [veh/h]	68	1320	0	52	1485	0	50	27	0	226	22	0
Peak Hour Factor	0.9319	0.9319	0.9319	0.8802	0.8802	0.8802	0.8576	0.8576	0.8576	0.8506	0.8506	0.8506
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	354	0	15	422	0	15	8	0	66	6	0
Total Analysis Volume [veh/h]	73	1416	0	59	1687	0	58	31	0	266	26	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	23	0	0	14	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	45	45	37	37	37	9	14	14	14
g / C, Green / Cycle	0.05	0.57	0.57	0.46	0.46	0.46	0.11	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.26	0.26	0.15	0.33	0.00	0.05	0.15	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	385	5176	1615	1840	1810	1900	1615
c, Capacity [veh/h]	95	2046	1075	194	2396	748	199	319	335	285
d1, Uniform Delay [s]	37.41	10.15	10.15	25.10	17.11	0.00	33.45	31.81	27.51	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.00	0.73	1.38	3.98	1.76	0.00	1.58	5.67	0.10	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.45	0.45	0.30	0.70	0.00	0.45	0.83	0.08	0.00
d, Delay for Lane Group [s/veh]	49.41	10.88	11.53	29.09	18.88	0.00	35.02	37.48	27.61	0.00
Lane Group LOS	D	B	B	C	B	A	D	D	C	A
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.70	4.42	4.84	1.09	7.35	0.00	1.69	5.39	0.42	0.00
50th-Percentile Queue Length [ft/ln]	42.50	110.51	120.97	27.34	183.78	0.00	42.32	134.67	10.55	0.00
95th-Percentile Queue Length [veh/ln]	3.06	7.87	8.45	1.97	11.80	0.00	3.05	9.19	0.76	0.00
95th-Percentile Queue Length [ft/ln]	76.51	196.72	211.16	49.21	294.94	0.00	76.17	229.83	18.99	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.41	11.11	11.53	29.09	18.88	0.00	35.02	35.02	35.02	37.48	27.61	0.00
Movement LOS	D	B	B	C	B	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	12.98			19.22			35.02			36.60		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	18.44											
Intersection LOS	B											
Intersection V/C	0.562											

Emissions

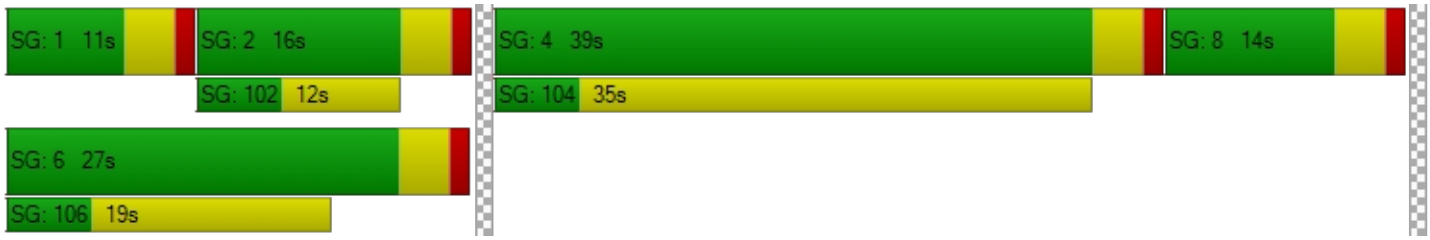
Vehicle Miles Traveled [mph]	36.43	463.34	243.35	5.71	163.23	0.00	7.10	134.38	13.14	0.00
Stops [stops/h]	76.51	397.85	217.75	49.21	992.41	0.00	76.17	242.40	18.99	0.00
Fuel consumption [US gal/h]	2.66	23.33	12.37	1.16	24.41	0.00	1.25	9.00	0.81	0.00
CO [g/h]	185.69	1630.61	864.35	80.86	1706.59	0.00	87.07	629.22	56.59	0.00
NOx [g/h]	36.13	317.26	168.17	15.73	332.04	0.00	16.94	122.42	11.01	0.00
VOC [g/h]	43.03	377.91	200.32	18.74	395.52	0.00	20.18	145.83	13.12	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.373	1.923	2.403
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.492	2.539	1.817	2.116
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	8	0	0	0	111	0	8	111	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	42	0	0	16	0	0	4	0	0	13
Total Hourly Volume [veh/h]	39	114	127	53	58	47	49	715	11	180	703	39
Peak Hour Factor	0.8780	0.8780	0.8780	0.8608	0.8608	0.8608	0.8955	0.8955	0.8955	0.7629	0.7629	0.7629
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	32	36	15	17	14	14	200	3	59	230	13
Total Analysis Volume [veh/h]	44	130	145	62	67	55	55	798	12	236	921	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	11	28	0	11	26	0	15	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	22	0	19	32	0	18	25	0	24	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	34	4	35	35	4	22	22	14	32	32
g / C, Green / Cycle	0.04	0.38	0.05	0.38	0.38	0.04	0.25	0.25	0.15	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.03	0.04	0.03	0.03	0.22	0.01	0.13	0.25	0.03
s, saturation flow rate [veh/h]	1810	1738	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	68	651	84	729	619	78	900	402	276	1295	578
d1, Uniform Delay [s]	42.74	20.91	42.38	17.73	17.70	42.48	32.58	25.58	37.17	24.88	19.15
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.09	2.01	11.91	0.25	0.28	10.83	3.18	0.03	9.08	0.73	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.42	0.74	0.09	0.09	0.70	0.89	0.03	0.86	0.71	0.09
d, Delay for Lane Group [s/veh]	52.83	22.92	54.29	17.98	17.99	53.31	35.76	25.61	46.24	25.61	19.22
Lane Group LOS	D	C	D	B	B	D	D	C	D	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.15	4.60	1.64	0.94	0.77	1.37	7.95	0.18	5.36	7.55	0.64
50th-Percentile Queue Length [ft/ln]	28.87	114.89	40.97	23.40	19.36	34.14	198.76	4.54	133.91	188.74	16.07
95th-Percentile Queue Length [veh/ln]	2.08	8.11	2.95	1.68	1.39	2.46	12.57	0.33	9.15	12.06	1.16
95th-Percentile Queue Length [ft/ln]	51.97	202.78	73.75	42.12	34.86	61.45	314.36	8.18	228.80	301.40	28.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.83	22.92	22.92	54.29	17.98	17.99	53.31	35.76	25.61	46.24	25.61	19.22
Movement LOS	D	C	C	D	B	B	D	D	C	D	C	B
d_A, Approach Delay [s/veh]	27.04			30.21			36.73			29.37		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.62											
Intersection LOS	C											
Intersection V/C	0.543											

Emissions

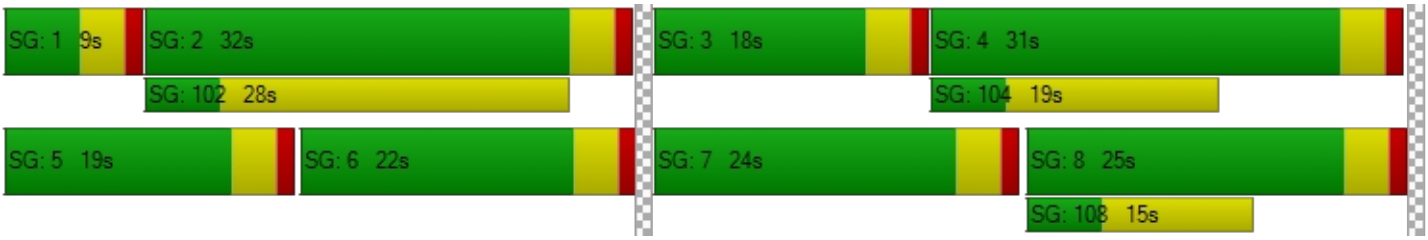
Vehicle Miles Traveled [mph]	6.17	38.58	8.63	9.33	7.66	27.52	399.35	6.01	61.65	240.59	13.32
Stops [stops/h]	46.20	183.82	65.56	37.44	30.98	54.62	636.03	7.27	214.25	603.98	25.71
Fuel consumption [US gal/h]	0.93	3.72	1.32	0.81	0.66	2.53	30.98	0.40	8.26	24.07	1.12
CO [g/h]	64.85	260.21	92.58	56.49	46.45	176.98	2165.49	27.85	577.56	1682.33	78.47
NOx [g/h]	12.62	50.63	18.01	10.99	9.04	34.43	421.32	5.42	112.37	327.32	15.27
VOC [g/h]	15.03	60.31	21.46	13.09	10.76	41.02	501.87	6.45	133.86	389.90	18.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.186	2.247	3.028	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	622	467	600
d_b, Bicycle Delay [s]	28.80	21.36	26.45	22.05
l_b,int, Bicycle LOS Score for Intersection	2.155	1.890	2.277	2.567
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	104	233	129	20	246	55	56	632	107	129	565	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	25	0	55	111	0	0	111	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	15	0	0	29	0	0	7
Total Hourly Volume [veh/h]	113	263	106	22	293	45	116	800	88	141	727	22
Peak Hour Factor	0.8158	0.8158	0.8158	0.9249	0.9249	0.9249	0.9147	0.9147	0.9147	0.8738	0.8738	0.8738
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	81	32	6	79	12	32	219	24	40	208	6
Total Analysis Volume [veh/h]	139	322	130	24	317	49	127	875	96	161	832	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	11	28	0	8	25	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	27	0	0	27	0	27	27	0	16	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	30	30	30	6	20	20	8	21	21
g / C, Green / Cycle	0.43	0.43	0.43	0.43	0.09	0.29	0.29	0.11	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.13	0.17	0.08	0.22	0.07	0.24	0.06	0.09	0.23	0.02
s, saturation flow rate [veh/h]	1032	1900	1615	1809	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	356	818	695	833	170	1034	462	203	1100	491
d1, Uniform Delay [s]	17.88	13.67	12.35	14.37	30.89	23.55	18.98	30.27	22.01	17.22
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.19	1.42	0.59	1.89	6.36	2.01	0.22	6.79	1.09	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.39	0.19	0.47	0.75	0.85	0.21	0.79	0.76	0.05
d, Delay for Lane Group [s/veh]	21.07	15.10	12.94	16.26	37.26	25.56	19.20	37.06	23.10	17.26
Lane Group LOS	C	B	B	B	D	C	B	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.93	3.23	1.18	4.14	2.25	6.38	1.10	2.84	5.66	0.26
50th-Percentile Queue Length [ft/ln]	48.13	80.83	29.40	103.54	56.36	159.39	27.62	71.12	141.54	6.60
95th-Percentile Queue Length [veh/ln]	3.47	5.82	2.12	7.45	4.06	10.52	1.99	5.12	9.56	0.48
95th-Percentile Queue Length [ft/ln]	86.63	145.50	52.92	186.37	101.45	262.91	49.72	128.02	239.10	11.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.07	15.10	12.94	16.26	16.26	16.26	37.26	25.56	19.20	37.06	23.10	17.26
Movement LOS	C	B	B	B	B	B	D	C	B	D	C	B
d_A, Approach Delay [s/veh]	16.03			16.26			26.35			25.16		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	22.72											
Intersection LOS	C											
Intersection V/C	0.546											

Emissions

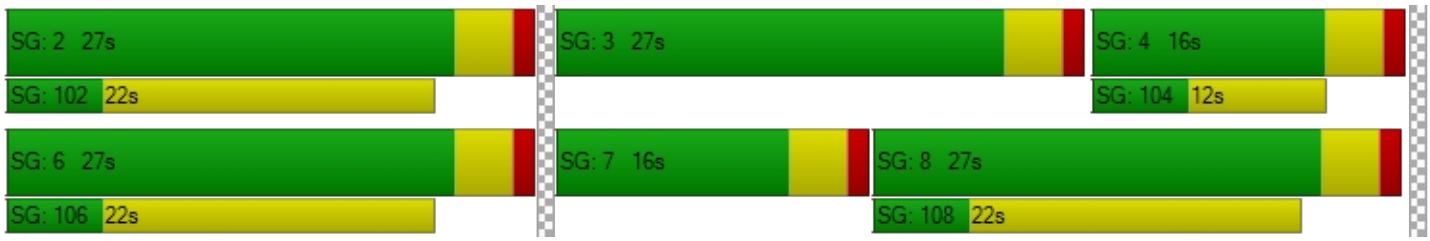
Vehicle Miles Traveled [mph]	52.52	121.66	49.12	195.94	64.25	442.67	48.57	80.57	416.37	12.51
Stops [stops/h]	99.00	166.28	60.48	212.99	115.94	655.77	56.82	146.31	582.35	13.58
Fuel consumption [US gal/h]	3.63	7.23	2.78	10.66	4.40	26.85	2.67	5.54	24.55	0.67
CO [g/h]	253.54	505.17	194.19	744.80	307.79	1876.78	186.84	387.09	1715.76	46.79
NOx [g/h]	49.33	98.29	37.78	144.91	59.88	365.15	36.35	75.31	333.82	9.10
VOC [g/h]	58.76	117.08	45.01	172.61	71.33	434.96	43.30	89.71	397.64	10.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.698	2.373	3.149	2.938
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	657	657	657	343
d_b, Bicycle Delay [s]	15.78	15.78	15.78	24.03
l_b,int, Bicycle LOS Score for Intersection	2.593	2.228	2.489	2.405
Bicycle LOS	B	B	B	B

Sequence

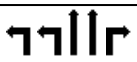
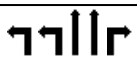
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	41.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	384	2	1	359	107	66	163	2	2	107	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	87	0	0	46	0	0	50
Total Hourly Volume [veh/h]	148	902	100	247	957	260	380	767	136	228	599	149
Peak Hour Factor	0.9406	0.9406	0.9406	0.9342	0.9342	0.9342	0.8402	0.8402	0.8402	0.8991	0.8991	0.8991
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	240	27	66	256	70	113	228	40	63	167	41
Total Analysis Volume [veh/h]	157	959	106	264	1024	278	452	913	162	254	666	166
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	36	0	12	36	0	17	45	0	11	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	40	0	16	36	0	21	50	0	14	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	49	49	11	48	48	17	34	34	10	27	27
g / C, Green / Cycle	0.10	0.41	0.41	0.09	0.40	0.40	0.14	0.28	0.28	0.08	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.09	0.27	0.07	0.08	0.28	0.10	0.13	0.25	0.10	0.07	0.18	0.10
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	186	1480	661	321	1439	1137	498	1023	457	293	812	362
d1, Uniform Delay [s]	52.88	28.50	22.42	53.55	30.36	24.11	50.73	41.28	34.31	54.34	44.23	40.22
k, delay calibration	0.17	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.62	2.21	0.52	5.24	3.02	0.51	6.64	2.97	0.47	7.69	2.13	0.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.65	0.16	0.82	0.71	0.24	0.91	0.89	0.35	0.87	0.82	0.46
d, Delay for Lane Group [s/veh]	67.50	30.71	22.94	58.79	33.38	24.62	57.37	44.26	34.77	62.04	46.36	41.13
Lane Group LOS	E	C	C	E	C	C	E	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.29	10.97	1.92	4.05	12.38	2.62	7.01	12.99	3.76	4.04	9.43	4.26
50th-Percentile Queue Length [ft/ln]	132.15	274.24	48.10	101.20	309.51	65.50	175.35	324.71	94.12	100.97	235.83	106.46
95th-Percentile Queue Length [veh/ln]	9.06	16.40	3.46	7.29	18.15	4.72	11.36	18.90	6.78	7.27	14.47	7.64
95th-Percentile Queue Length [ft/ln]	226.42	410.03	86.57	182.16	453.77	117.90	283.94	472.48	169.42	181.75	361.75	191.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.50	30.71	22.94	58.79	33.38	24.62	57.37	44.26	34.77	62.04	46.36	41.13
Movement LOS	E	C	C	E	C	C	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	34.76			36.11			47.13			49.23		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	41.56											
Intersection LOS	D											
Intersection V/C	0.694											

Emissions

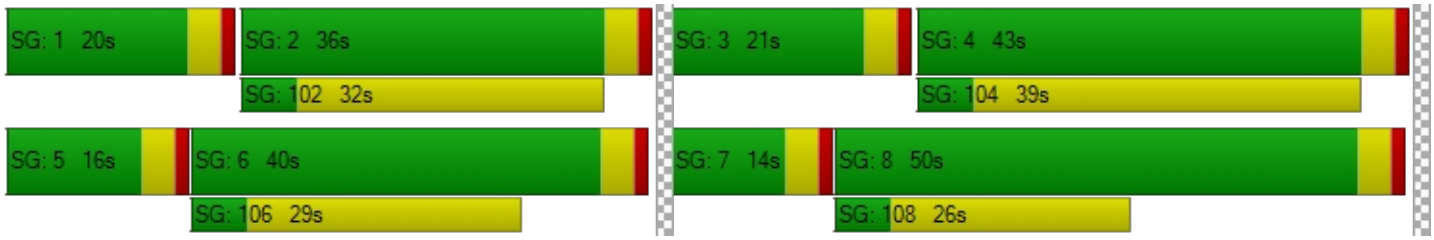
Vehicle Miles Traveled [mph]	59.11	361.04	39.91	131.76	511.05	138.74	100.67	203.35	36.08	128.50	336.94	83.98
Stops [stops/h]	158.58	658.17	57.71	242.88	742.82	157.20	420.84	779.31	112.95	242.33	565.99	127.75
Fuel consumption [US gal/h]	6.15	26.55	2.58	10.69	33.71	8.10	13.02	23.16	3.55	10.19	23.91	5.65
CO [g/h]	430.18	1855.98	180.36	747.54	2356.27	566.42	909.87	1619.02	248.03	712.27	1671.47	395.10
NOx [g/h]	83.70	361.11	35.09	145.44	458.44	110.20	177.03	315.00	48.26	138.58	325.21	76.87
VOC [g/h]	99.70	430.14	41.80	173.25	546.09	131.27	210.87	375.22	57.48	165.08	387.38	91.57

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.183	3.521	3.255	3.136
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	533	767	650
d_b, Bicycle Delay [s]	29.40	32.27	22.82	27.34
l_b,int, Bicycle LOS Score for Intersection	2.595	2.923	2.857	2.497
Bicycle LOS	B	C	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	30.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.975

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	196	0	1091	946	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0900	1.0000	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	466	458	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	214	0	1655	1489	37
Peak Hour Factor	1.0000	0.8099	1.0000	0.9633	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	66	0	429	407	10
Total Analysis Volume [veh/h]	0	264	0	1718	1627	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.97	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	30.30	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	2.49	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	62.34	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	30.30		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.19					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	63	4	409	0	0	0	54	686	0	0	750	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	232	0	0	0	95	234	0	0	230	228
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	170	0	0	0	0	0	0	0	0	161
Total Hourly Volume [veh/h]	131	4	508	0	0	0	154	982	0	0	1048	484
Peak Hour Factor	0.9006	0.9006	0.9006	1.0000	1.0000	1.0000	0.8783	0.8783	1.0000	1.0000	0.9261	0.9261
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	1	141	0	0	0	44	280	0	0	283	131
Total Analysis Volume [veh/h]	145	4	564	0	0	0	175	1118	0	0	1132	523
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	23	0	0	0	0	9	49	0	0	36	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	27	0	0	0	0	13	53	0	0	40	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29		9	43	30	30
g / C, Green / Cycle	0.36	0.36		0.11	0.54	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.08	0.20		0.10	0.31	0.22	0.32
s, saturation flow rate [veh/h]	1812	2859		1810	3618	5176	1615
c, Capacity [veh/h]	650	1025		204	1958	1960	612
d1, Uniform Delay [s]	17.92	20.49		34.88	12.18	19.76	22.83
k, delay calibration	0.50	0.50		0.27	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.82	2.12		21.59	0.26	0.27	7.77
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.55		0.86	0.57	0.58	0.85
d, Delay for Lane Group [s/veh]	18.75	22.62		56.47	12.45	20.03	30.60
Lane Group LOS	B	C		E	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.92	4.13		4.40	5.63	5.11	9.42
50th-Percentile Queue Length [ft/ln]	47.96	103.31		109.88	140.68	127.74	235.61
95th-Percentile Queue Length [veh/ln]	3.45	7.44		7.83	9.52	8.82	14.46
95th-Percentile Queue Length [ft/ln]	86.32	185.96		195.83	237.94	220.42	361.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.75	18.75	22.62	0.00	0.00	0.00	56.47	12.45	0.00	0.00	20.03	30.60
Movement LOS	B	B	C				E	B			C	C
d_A, Approach Delay [s/veh]	21.81			0.00			18.40			23.37		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	21.31											
Intersection LOS	C											
Intersection V/C	0.618											

Emissions

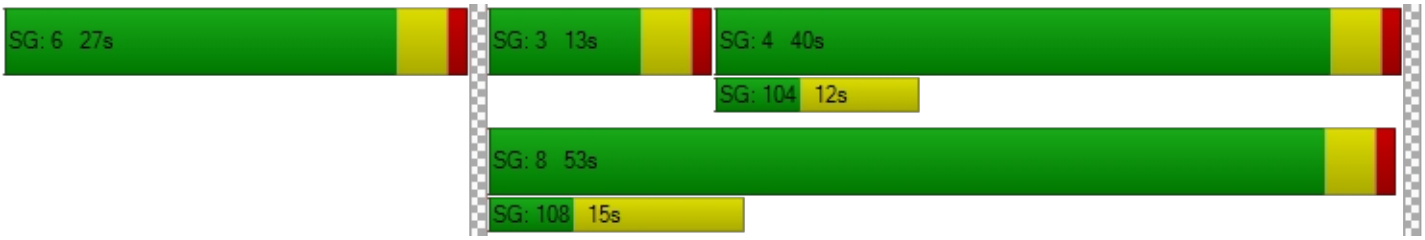
Vehicle Miles Traveled [mph]	25.90	98.03		14.50	92.62	62.22	28.75
Stops [stops/h]	86.32	371.92		197.78	506.46	689.81	424.10
Fuel consumption [US gal/h]	2.34	9.76		4.47	11.12	13.62	8.45
CO [g/h]	163.86	682.30		312.67	777.63	951.98	590.81
NOx [g/h]	31.88	132.75		60.83	151.30	185.22	114.95
VOC [g/h]	37.98	158.13		72.46	180.22	220.63	136.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.560	2.131	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	0	1225	900
d_b, Bicycle Delay [s]	20.31	40.00	6.01	12.10
l_b,int, Bicycle LOS Score for Intersection	3.017	4.132	2.626	2.558
Bicycle LOS	C	D	B	B

Sequence

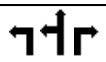
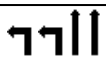
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	29.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	232	0	62	0	97	95	228	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	38	0	0	45	0	0	0
Total Hourly Volume [veh/h]	0	0	0	763	1	114	0	393	134	758	428	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8912	0.8912	0.8912	1.0000	0.7591	0.7591	0.8880	0.8880	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	214	0	32	0	129	44	213	120	0
Total Analysis Volume [veh/h]	0	0	0	856	1	128	0	518	177	854	482	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	27	0	0	24	0	27	55	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	34	0	0	28	0	28	56	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		32	32	32	21	21	25	50
g / C, Green / Cycle		0.35	0.35	0.35	0.23	0.23	0.28	0.56
(v / s)_i Volume / Saturation Flow Rate		0.24	0.24	0.08	0.18	0.20	0.24	0.13
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1743	3514	3618
c, Capacity [veh/h]		635	635	567	442	406	994	2026
d1, Uniform Delay [s]		24.83	24.83	20.58	32.42	33.09	30.58	10.05
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.65	5.65	0.92	3.13	5.29	2.30	0.06
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.67	0.67	0.23	0.79	0.86	0.86	0.24
d, Delay for Lane Group [s/veh]		30.48	30.47	21.50	35.55	38.38	32.88	10.11
Lane Group LOS		C	C	C	D	D	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		8.23	8.23	1.94	7.13	7.48	8.55	2.15
50th-Percentile Queue Length [ft/ln]		205.69	205.67	48.39	178.17	186.93	213.67	53.73
95th-Percentile Queue Length [veh/ln]		12.93	12.93	3.48	11.50	11.96	13.34	3.87
95th-Percentile Queue Length [ft/ln]		323.29	323.27	87.10	287.62	299.04	333.54	96.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	30.48	30.47	21.50	0.00	36.48	38.38	32.88	10.11	0.00
Movement LOS				C	C	C		D	D	C	B	
d_A, Approach Delay [s/veh]	0.00			29.31			36.96			24.67		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	29.02											
Intersection LOS	C											
Intersection V/C	0.679											

Emissions

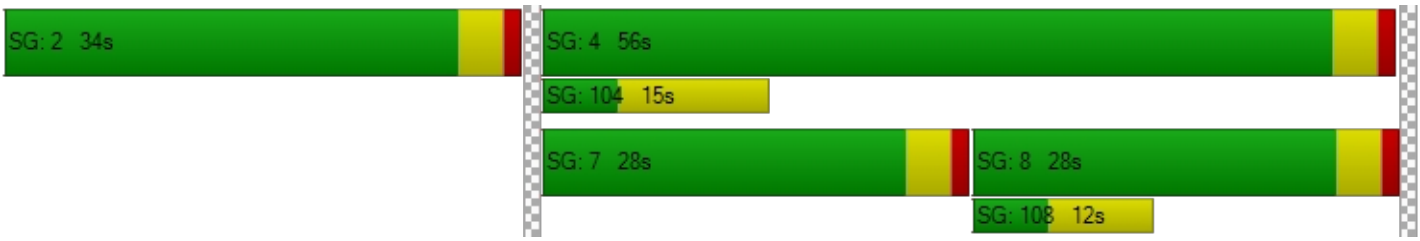
Vehicle Miles Traveled [mph]		37.05	37.05	11.07	92.10	92.10	70.75	39.93
Stops [stops/h]		329.10	329.08	77.42	285.07	299.09	683.76	171.94
Fuel consumption [US gal/h]		7.22	7.22	1.72	8.61	8.95	14.97	4.11
CO [g/h]		504.52	504.49	120.03	602.06	625.67	1046.08	287.38
NOx [g/h]		98.16	98.15	23.35	117.14	121.73	203.53	55.91
VOC [g/h]		116.93	116.92	27.82	139.53	145.00	242.44	66.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.241	2.439	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	667	533	1156
d_b, Bicycle Delay [s]	45.00	20.00	24.20	8.02
I_b,int, Bicycle LOS Score for Intersection	4.132	3.248	2.170	2.662
Bicycle LOS	D	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	25	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	456	10	35	440	26	34	17	47	5	14	26
Peak Hour Factor	0.7862	0.7862	0.7862	0.7814	0.7814	0.7814	0.7336	0.7336	0.7336	0.7685	0.7685	0.7685
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	145	3	11	141	8	12	6	16	2	5	8
Total Analysis Volume [veh/h]	52	580	13	45	563	33	46	23	64	7	18	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	554	600	603	553	599	607	532	527
Degree of Utilization, x	0.09	0.49	0.49	0.08	0.50	0.49	0.25	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.31	2.74	2.71	0.26	2.77	2.70	0.98	0.38
95th-Percentile Queue Length [ft]	7.74	68.40	67.79	6.62	69.17	67.62	24.56	9.39
Approach Delay [s/veh]	14.01			14.04			12.02	10.69
Approach LOS	B			B			B	B
Intersection Delay [s/veh]	13.71							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	7.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	724	68	88	781	53	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	388	0	0	362	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	19	0	0	0	18
Total Hourly Volume [veh/h]	1177	55	96	1213	58	52
Peak Hour Factor	0.8868	0.8868	0.9123	0.9123	0.7565	0.7565
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	332	16	26	332	19	17
Total Analysis Volume [veh/h]	1327	62	105	1330	77	69
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	11	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	15	34	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	5	47	5	5
g / C, Green / Cycle	0.65	0.65	0.08	0.79	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.37	0.37	0.06	0.37	0.04	0.04
s, saturation flow rate [veh/h]	1900	1871	1810	3618	1810	1615
c, Capacity [veh/h]	1226	1207	138	2852	142	126
d1, Uniform Delay [s]	5.94	6.00	27.18	2.12	26.62	26.62
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.90	2.00	8.33	0.55	3.22	3.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.58	0.76	0.47	0.54	0.55
d, Delay for Lane Group [s/veh]	7.84	8.00	35.51	2.67	29.84	30.25
Lane Group LOS	A	A	D	A	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.19	3.23	1.64	0.22	1.15	1.04
50th-Percentile Queue Length [ft/ln]	79.65	80.82	40.97	5.45	28.75	26.11
95th-Percentile Queue Length [veh/ln]	5.73	5.82	2.95	0.39	2.07	1.88
95th-Percentile Queue Length [ft/ln]	143.36	145.47	73.74	9.81	51.74	47.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.91	8.00	35.51	2.67	29.84	30.25
Movement LOS	A	A	D	A	C	C
d_A, Approach Delay [s/veh]	7.92		5.08		30.03	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.63					
Intersection LOS	A					
Intersection V/C	0.472					

Emissions

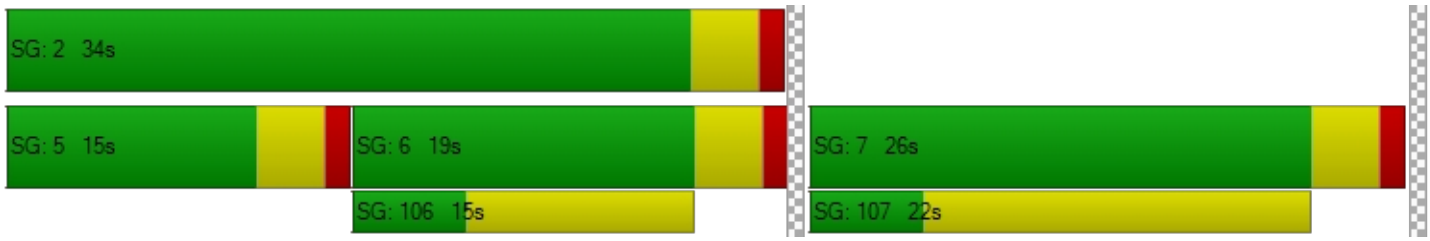
Vehicle Miles Traveled [mph]	301.54	301.54	39.53	500.71	38.65	34.63
Stops [stops/h]	191.15	193.96	98.32	26.16	68.99	62.67
Fuel consumption [US gal/h]	13.82	13.88	3.34	18.21	2.47	2.22
CO [g/h]	966.10	970.06	233.20	1273.03	172.67	155.37
NOx [g/h]	187.97	188.74	45.37	247.69	33.60	30.23
VOC [g/h]	223.90	224.82	54.05	295.04	40.02	36.01

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.114	2.041
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1000	733
d_b, Bicycle Delay [s]	16.88	7.50	12.03
l_b,int, Bicycle LOS Score for Intersection	2.721	2.743	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	66	519	5	69	513	196	110	58	79	3	82	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	372	0	24	339	0	0	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	54	0	0	22	0	0	31
Total Hourly Volume [veh/h]	72	938	4	99	898	160	120	63	64	3	89	94
Peak Hour Factor	0.8932	0.8932	0.8932	0.8568	0.8568	0.8568	0.8129	0.8129	0.8129	0.7283	0.7283	0.7283
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	263	1	29	262	47	37	19	20	1	31	32
Total Analysis Volume [veh/h]	81	1050	4	116	1048	187	148	77	79	4	122	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	19	0	8	22	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	23	0	13	26	0	13	30	0	14	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	39	39	7	41	41	8	18	18	0	10	10
g / C, Green / Cycle	0.06	0.49	0.49	0.08	0.52	0.52	0.10	0.22	0.22	0.01	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.04	0.29	0.00	0.06	0.29	0.12	0.08	0.04	0.05	0.00	0.06	0.08
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	105	1775	792	148	1861	831	183	421	357	11	240	204
d1, Uniform Delay [s]	37.17	14.62	10.40	36.03	13.27	10.66	35.18	25.28	25.50	39.59	32.64	33.19
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.40	1.46	0.01	8.73	1.24	0.63	8.27	0.21	0.31	17.73	1.67	3.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.59	0.01	0.78	0.56	0.23	0.81	0.18	0.22	0.35	0.51	0.63
d, Delay for Lane Group [s/veh]	48.57	16.08	10.42	44.77	14.51	11.29	43.45	25.48	25.81	57.32	34.31	36.42
Lane Group LOS	D	B	B	D	B	B	D	C	C	E	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.80	6.08	0.03	2.45	5.63	1.67	3.07	1.13	1.17	0.13	2.18	2.41
50th-Percentile Queue Length [ft/ln]	45.12	151.99	0.84	61.16	140.84	41.70	76.65	28.19	29.31	3.25	54.51	60.20
95th-Percentile Queue Length [veh/ln]	3.25	10.12	0.06	4.40	9.53	3.00	5.52	2.03	2.11	0.23	3.92	4.33
95th-Percentile Queue Length [ft/ln]	81.21	253.09	1.51	110.09	238.15	75.07	137.96	50.74	52.76	5.85	98.11	108.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.57	16.08	10.42	44.77	14.51	11.29	43.45	25.48	25.81	57.32	34.31	36.42
Movement LOS	D	B	B	D	B	B	D	C	C	E	C	D
d_A, Approach Delay [s/veh]	18.38			16.66			34.32			35.74		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	20.66											
Intersection LOS	C											
Intersection V/C	0.516											

Emissions

Vehicle Miles Traveled [mph]	23.42	303.65	1.16	22.27	201.24	35.91	16.68	8.68	8.90	0.51	15.40	16.29
Stops [stops/h]	81.21	547.18	1.51	110.09	507.01	75.07	137.96	50.74	52.76	5.85	98.11	108.35
Fuel consumption [US gal/h]	2.61	20.65	0.07	3.19	16.30	2.59	3.60	1.33	1.38	0.14	2.60	2.86
CO [g/h]	182.66	1443.31	4.68	222.91	1139.14	181.31	251.34	92.80	96.19	9.56	181.70	200.02
NOx [g/h]	35.54	280.82	0.91	43.37	221.63	35.28	48.90	18.06	18.72	1.86	35.35	38.92
VOC [g/h]	42.33	334.50	1.08	51.66	264.01	42.02	58.25	21.51	22.29	2.21	42.11	46.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.008	3.199	2.552	2.348
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	475	550	650	675
d_b, Bicycle Delay [s]	23.26	21.03	18.23	17.56
l_b,int, Bicycle LOS Score for Intersection	2.497	2.719	2.098	1.796
Bicycle LOS	B	B	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	36.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	78	120	63	70	212	142	98	1376	115	114	969	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	29	0	0	2	5	302	0	20	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	39	0	0	31	0	0	11
Total Hourly Volume [veh/h]	85	131	73	76	231	118	112	1802	94	144	1303	33
Peak Hour Factor	0.7647	0.7647	0.7647	0.8573	0.8573	0.8573	0.9297	0.9297	0.9297	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	43	24	22	67	34	30	485	25	38	340	9
Total Analysis Volume [veh/h]	111	171	95	89	269	138	120	1938	101	150	1359	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	35	0	7	32	0	20	50	0	12	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	39	0	13	36	0	19	49	0	19	49	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	37	37	7	35	35	10	48	48	12	50	50
g / C, Green / Cycle	0.08	0.31	0.31	0.06	0.29	0.29	0.08	0.40	0.40	0.10	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.06	0.07	0.08	0.05	0.07	0.09	0.07	0.37	0.06	0.08	0.26	0.02
s, saturation flow rate [veh/h]	1810	1900	1680	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	137	585	517	112	1064	475	147	2063	644	178	2151	671
d1, Uniform Delay [s]	54.61	31.01	31.13	55.52	32.31	32.70	54.23	34.69	23.15	53.19	27.79	20.93
k, delay calibration	0.13	0.50	0.50	0.14	0.50	0.50	0.11	0.11	0.11	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.58	0.95	1.14	14.53	0.57	1.55	10.36	2.66	0.11	15.57	0.31	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.24	0.25	0.79	0.25	0.29	0.82	0.94	0.16	0.84	0.63	0.05
d, Delay for Lane Group [s/veh]	67.19	31.97	32.27	70.05	32.88	34.24	64.59	37.35	23.26	68.76	28.10	20.96
Lane Group LOS	E	C	C	E	C	C	E	D	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.70	3.07	2.86	3.05	2.99	3.22	3.84	17.04	1.74	5.03	9.55	0.54
50th-Percentile Queue Length [ft/ln]	92.51	76.63	71.59	76.15	74.68	80.46	96.07	426.01	43.62	125.71	238.70	13.55
95th-Percentile Queue Length [veh/ln]	6.66	5.52	5.15	5.48	5.38	5.79	6.92	23.81	3.14	8.71	14.62	0.98
95th-Percentile Queue Length [ft/ln]	166.53	137.93	128.86	137.07	134.43	144.83	172.93	595.26	78.52	217.64	365.39	24.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.19	32.02	32.27	70.05	32.88	34.24	64.59	37.35	23.26	68.76	28.10	20.96
Movement LOS	E	C	C	E	C	C	E	D	C	E	C	C
d_A, Approach Delay [s/veh]	42.44			39.93			38.20			31.89		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	36.61											
Intersection LOS	D											
Intersection V/C	0.604											

Emissions

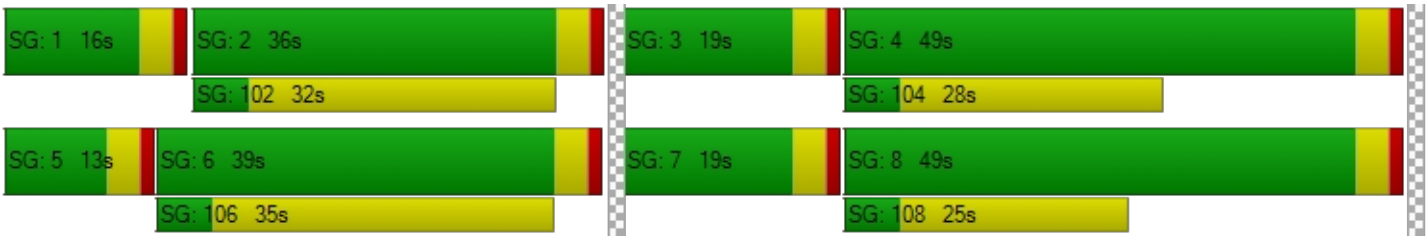
Vehicle Miles Traveled [mph]	64.46	80.28	74.19	15.58	47.10	24.16	13.61	219.79	11.45	37.49	339.64	8.50
Stops [stops/h]	111.02	91.95	85.90	91.38	179.24	96.55	115.28	1533.65	52.35	150.85	859.31	16.26
Fuel consumption [US gal/h]	5.11	4.79	4.45	2.94	5.64	2.99	4.17	50.57	1.83	6.15	35.09	0.73
CO [g/h]	357.01	335.12	311.07	205.43	394.43	209.02	291.74	3534.61	128.16	430.21	2453.01	51.12
NOx [g/h]	69.46	65.20	60.52	39.97	76.74	40.67	56.76	687.71	24.94	83.70	477.27	9.95
VOC [g/h]	82.74	77.67	72.09	47.61	91.41	48.44	67.61	819.18	29.70	99.71	568.51	11.85

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.629	2.736	3.671	3.583
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	750	750
d_b, Bicycle Delay [s]	30.10	32.27	23.44	23.44
l_b,int, Bicycle LOS Score for Intersection	1.891	2.001	2.764	2.414
Bicycle LOS	A	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.214

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	57	149	13	10	307	26	13	24	54	18	23	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	7	0	0	15	0	0	5
Total Hourly Volume [veh/h]	62	191	10	11	355	21	14	26	44	20	25	15
Peak Hour Factor	0.7432	0.7432	0.7432	0.8693	0.8693	0.8693	0.7109	0.7109	0.7109	0.7770	0.7770	0.7770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	64	3	3	102	6	5	9	15	6	8	5
Total Analysis Volume [veh/h]	83	257	13	13	408	24	20	37	62	26	32	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	23	0	7	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	1	48	48	2	9	9	2	9	9
g / C, Green / Cycle	0.06	0.65	0.65	0.02	0.60	0.60	0.02	0.11	0.11	0.03	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.07	0.07	0.01	0.11	0.12	0.01	0.02	0.04	0.01	0.01	0.02
s, saturation flow rate [veh/h]	1810	1900	1868	1810	1900	1863	1810	1900	1615	1810	1900	1677
c, Capacity [veh/h]	109	1225	1204	29	1141	1119	41	212	181	50	222	196
d1, Uniform Delay [s]	37.04	5.44	5.45	39.01	7.21	7.21	38.64	32.18	32.82	38.37	31.62	31.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.58	0.18	0.19	10.48	0.37	0.38	8.79	0.39	1.12	8.05	0.23	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.11	0.11	0.45	0.19	0.19	0.49	0.17	0.34	0.52	0.12	0.13
d, Delay for Lane Group [s/veh]	47.62	5.63	5.63	49.49	7.58	7.60	47.43	32.57	33.94	46.42	31.85	31.96
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.83	0.69	0.69	0.32	1.42	1.40	0.48	0.65	1.13	0.60	0.45	0.44
50th-Percentile Queue Length [ft/ln]	45.66	17.34	17.20	8.10	35.48	35.08	11.90	16.26	28.22	15.00	11.14	10.99
95th-Percentile Queue Length [veh/ln]	3.29	1.25	1.24	0.58	2.55	2.53	0.86	1.17	2.03	1.08	0.80	0.79
95th-Percentile Queue Length [ft/ln]	82.18	31.22	30.97	14.58	63.86	63.14	21.43	29.27	50.80	27.01	20.05	19.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.62	5.63	5.63	49.49	7.59	7.60	47.43	32.57	33.94	46.42	31.87	31.96
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	15.50			8.81			35.78			36.81		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	16.59											
Intersection LOS	B											
Intersection V/C	0.214											

Emissions

Vehicle Miles Traveled [mph]	41.25	67.43	66.75	7.55	126.30	124.57	0.88	1.63	2.73	13.04	12.92	12.66
Stops [stops/h]	82.18	31.22	30.97	14.58	63.86	63.14	21.43	29.27	50.80	27.01	20.05	19.77
Fuel consumption [US gal/h]	3.24	2.85	2.83	0.57	5.46	5.39	0.39	0.53	0.91	0.95	0.81	0.80
CO [g/h]	226.48	199.56	197.62	39.91	381.59	376.52	27.10	36.87	63.91	66.11	56.62	55.61
NOx [g/h]	44.06	38.83	38.45	7.77	74.24	73.26	5.27	7.17	12.44	12.86	11.02	10.82
VOC [g/h]	52.49	46.25	45.80	9.25	88.44	87.26	6.28	8.55	14.81	15.32	13.12	12.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.555	2.526	2.381	2.337
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	550	625
d_b, Bicycle Delay [s]	18.23	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.854	1.933	1.670	1.627
Bicycle LOS	A	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	31.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	8	80	63	52	242	19	12	111	25	79	48	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	10	0	20	0	0	0	0	213	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	5	0	0	7	0	0	8
Total Hourly Volume [veh/h]	9	116	59	57	284	16	13	121	20	299	52	23
Peak Hour Factor	0.9406	0.9406	0.9406	0.8054	0.8054	0.8054	0.9545	0.9545	0.9545	0.8708	0.8708	0.8708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	31	16	18	88	5	3	32	5	86	15	7
Total Analysis Volume [veh/h]	10	123	63	71	353	20	14	127	21	343	60	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	17	22	0	21	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	21	26	0	25	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	41	41	5	44	44	2	10	10	19	27	27
g / C, Green / Cycle	0.01	0.45	0.45	0.05	0.49	0.49	0.02	0.11	0.11	0.21	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.01	0.05	0.05	0.04	0.10	0.01	0.01	0.04	0.01	0.19	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1693	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	23	860	766	92	1775	792	32	396	177	379	1090	486
d1, Uniform Delay [s]	44.11	14.20	14.25	42.21	12.94	11.82	43.75	36.99	36.16	34.69	22.34	22.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.30	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.62	0.26	0.32	13.27	0.25	0.06	9.03	0.46	0.30	18.66	0.02	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.11	0.12	0.77	0.20	0.03	0.44	0.32	0.12	0.90	0.06	0.05
d, Delay for Lane Group [s/veh]	56.73	14.46	14.57	55.48	13.19	11.88	52.78	37.45	36.46	53.35	22.36	22.38
Lane Group LOS	E	B	B	E	B	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.30	1.14	1.10	1.83	1.85	0.20	0.38	1.26	0.41	8.82	0.43	0.37
50th-Percentile Queue Length [ft/ln]	7.48	28.53	27.61	45.71	46.30	4.96	9.42	31.42	10.32	220.51	10.68	9.34
95th-Percentile Queue Length [veh/ln]	0.54	2.05	1.99	3.29	3.33	0.36	0.68	2.26	0.74	13.69	0.77	0.67
95th-Percentile Queue Length [ft/ln]	13.47	51.35	49.71	82.28	83.34	8.92	16.96	56.56	18.57	342.28	19.22	16.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.73	14.48	14.57	55.48	13.19	11.88	52.78	37.45	36.46	53.35	22.36	22.38
Movement LOS	E	B	B	E	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	16.67			19.89			38.65			47.14		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	31.34											
Intersection LOS	C											
Intersection V/C	0.328											

Emissions

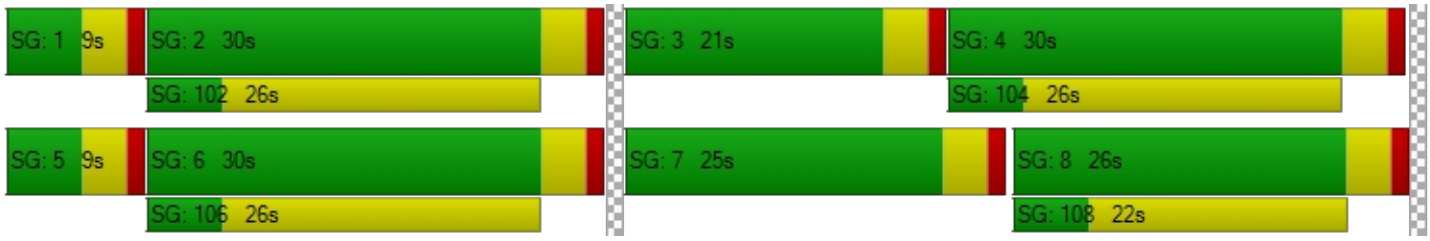
Vehicle Miles Traveled [mph]	5.02	47.71	45.69	35.29	175.43	9.94	2.34	21.20	3.50	147.65	25.83	11.19
Stops [stops/h]	11.97	45.64	44.18	73.14	148.15	7.93	15.08	100.56	16.51	352.82	34.18	14.94
Fuel consumption [US gal/h]	0.39	2.50	2.39	2.92	8.80	0.49	0.42	2.94	0.48	13.17	1.58	0.69
CO [g/h]	27.14	174.46	167.40	204.14	615.33	34.09	29.21	205.84	33.63	920.70	110.67	48.07
NOx [g/h]	5.28	33.94	32.57	39.72	119.72	6.63	5.68	40.05	6.54	179.13	21.53	9.35
VOC [g/h]	6.29	40.43	38.80	47.31	142.61	7.90	6.77	47.70	7.80	213.38	25.65	11.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.513	2.613	2.529	2.641
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	1.738	1.930	1.699	1.920
Bicycle LOS	A	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	50.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.827

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	369	0	2	335	2	2	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	46	0	0	10	0	0	14
Total Hourly Volume [veh/h]	57	659	40	102	721	138	259	752	29	80	501	41
Peak Hour Factor	0.8368	0.8368	0.8368	0.8264	0.8264	0.8264	0.8504	0.8504	0.8504	0.8966	0.8966	0.8966
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	197	12	31	218	42	76	221	9	22	140	11
Total Analysis Volume [veh/h]	68	788	48	123	873	167	305	884	34	89	559	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	39	0	15	49	0	18	34	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	33	0	12	36	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	34	34	8	38	38	15	26	26	6	17	17
g / C, Green / Cycle	0.05	0.38	0.38	0.08	0.42	0.42	0.17	0.29	0.29	0.06	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.22	0.22	0.07	0.46	0.10	0.17	0.24	0.24	0.05	0.16	0.16
s, saturation flow rate [veh/h]	1810	1900	1862	1810	1900	1615	1810	1900	1875	1810	1900	1850
c, Capacity [veh/h]	88	725	711	154	794	675	302	555	548	115	359	349
d1, Uniform Delay [s]	42.31	22.11	22.11	40.43	26.19	17.00	37.50	29.80	29.81	41.51	35.30	35.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.31	0.19	0.19	0.11	0.19	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.20	3.39	3.46	9.19	62.52	0.87	43.71	5.76	5.87	10.54	9.69	10.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.58	0.58	0.80	1.10	0.25	1.01	0.83	0.83	0.77	0.85	0.86
d, Delay for Lane Group [s/veh]	55.51	25.50	25.57	49.62	88.71	17.87	81.21	35.56	35.68	52.05	44.99	45.40
Lane Group LOS	E	C	C	D	F	B	F	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	7.13	7.00	2.94	28.77	2.21	10.08	9.79	9.69	2.24	7.24	7.10
50th-Percentile Queue Length [ft/ln]	43.79	178.30	175.09	73.53	719.24	55.19	251.88	244.81	242.29	55.93	180.92	177.50
95th-Percentile Queue Length [veh/ln]	3.15	11.51	11.34	5.29	40.19	3.97	15.37	14.92	14.80	4.03	11.65	11.47
95th-Percentile Queue Length [ft/ln]	78.83	287.80	283.59	132.36	1004.70	99.34	384.13	373.10	369.93	100.67	291.22	286.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.51	25.54	25.57	49.62	88.71	17.87	81.21	35.62	35.68	52.05	45.18	45.40
Movement LOS	E	C	C	D	F	B	F	D	D	D	D	D
d_A, Approach Delay [s/veh]	27.79			74.41			46.99			46.07		
Approach LOS	C			E			D			D		
d_I, Intersection Delay [s/veh]	50.48											
Intersection LOS	D											
Intersection V/C	0.827											

Emissions

Vehicle Miles Traveled [mph]	4.87	30.25	29.64	35.57	252.47	48.30	28.27	42.81	42.29	10.56	36.32	35.44
Stops [stops/h]	70.07	285.28	280.14	117.65	1150.79	88.30	403.01	391.69	387.66	89.49	289.48	284.00
Fuel consumption [US gal/h]	1.81	6.78	6.65	3.92	38.72	3.36	9.15	7.92	7.84	2.02	6.37	6.25
CO [g/h]	126.26	473.59	465.02	274.29	2706.58	234.91	639.47	553.58	548.01	141.06	444.91	436.66
NOx [g/h]	24.57	92.14	90.48	53.37	526.60	45.71	124.42	107.71	106.62	27.44	86.56	84.96
VOC [g/h]	29.26	109.76	107.77	63.57	627.27	54.44	148.20	128.30	127.01	32.69	103.11	101.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.854	3.058	2.787	2.725
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	711	667	489
d_b, Bicycle Delay [s]	20.67	18.69	20.00	25.69
l_b,int, Bicycle LOS Score for Intersection	2.316	3.554	2.577	2.144
Bicycle LOS	B	D	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	0.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	90	81	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	112	108	108	0	0	0
g / C, Green / Cycle	0.00	0.93	0.90	0.90	0.00	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.12	0.09	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1900	1615
c, Capacity [veh/h]	0	3373	4653	1452	2	2	1
d1, Uniform Delay [s]	0.00	0.31	0.67	0.00	0.00	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.08	0.04	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.13	0.10	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.39	0.71	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.04	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.95	0.46	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.07	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.71	0.82	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.39	0.71	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	0.39		0.71		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	A					
Intersection V/C	0.123					

Emissions

Vehicle Miles Traveled [mph]	0.00	68.53	29.64	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	2.28	1.65	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	2.41	1.10	0.00	0.00	0.00	0.00
CO [g/h]	0.00	168.67	77.13	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	32.82	15.01	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	39.09	17.88	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.689	2.689	2.315
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	1283	433
d_b, Bicycle Delay [s]	4.82	7.70	36.82
l_b,int, Bicycle LOS Score for Intersection	1.927	1.813	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

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

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	838	800	800	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.143

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	108	3	83	201	54	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	3	88	213	57	66
Peak Hour Factor	0.7370	0.7370	0.7820	0.7820	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	1	28	68	16	19
Total Analysis Volume [veh/h]	155	4	113	272	65	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.08	0.00	0.14	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	7.73	0.00	14.25	9.00
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.00	0.50	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.41	0.00	12.41	6.24
d_A, Approach Delay [s/veh]	0.00		2.27		11.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

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

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

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

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.44
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

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

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.44
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.04	0.00	0.00	0.00	0.00	10.44
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	31.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	95	26	27	490	394	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	0	22	6	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	28	51	525	418	57
Peak Hour Factor	1.0000	1.0000	0.9141	0.9141	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	7	14	144	126	17
Total Analysis Volume [veh/h]	116	28	56	574	505	69
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.46	0.04	0.06	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	31.19	21.91	8.78	0.00	0.00	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.62	2.62	0.18	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	65.51	65.51	4.40	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.39		0.78		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.50					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	26.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	75	57	50	326	420	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	8	0	22	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	68	53	368	445	91
Peak Hour Factor	1.0000	1.0000	0.9141	0.9141	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	17	14	101	134	27
Total Analysis Volume [veh/h]	86	68	58	403	538	110
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.10	0.06	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	26.20	17.70	9.05	0.00	0.00	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.09	2.09	0.20	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	52.35	52.35	4.88	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.45		1.14		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

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

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	22	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	22	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	6	0	0	0
Total Analysis Volume [veh/h]	0	0	22	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.61	8.35	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	22	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	22	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	6	0	0	0
Total Analysis Volume [veh/h]	0	0	22	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.35	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.35		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	52	52	0
g / C, Green / Cycle	0.87	0.87	0.87	0.87	0.87	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1440	1900	1900	1440	3618	1615
c, Capacity [veh/h]	1299	1640	1640	1299	3123	5
d1, Uniform Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A		A
d_A, Approach Delay [s/veh]	0.00			0.00		0.00	
Approach LOS	A			A		A	
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						
Intersection V/C	0.000						

Emissions

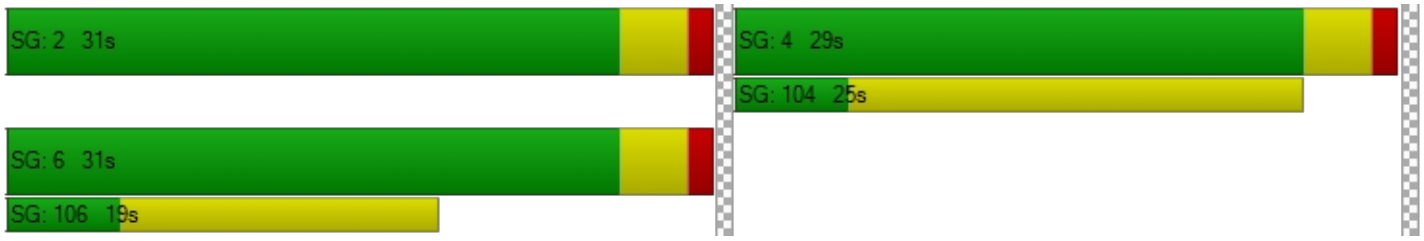
Vehicle Miles Traveled [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	0.00	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00	0.00	0.00	0.00	0.00
CO [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	0.00	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.281	2.281	1.921
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	0.00	0.00	7.20	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		0.00		3.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

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

Volumes

Name	Barrett Ave		Barrett Ave			
Base Volume Input [veh/h]	0	94	0	0	91	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0600	1.0000	1.0000	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	100	0	0	96	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	0	0	24	0
Total Analysis Volume [veh/h]	0	100	0	0	96	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.10	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.39	0.00	9.15	8.93
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.33	0.33
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	8.27	8.27
d_A, Approach Delay [s/veh]	0.00		3.70		9.15	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

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

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.20	0.00	0.00	8.50	0.00	8.30	8.50	0.00	8.30
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.40			2.40			8.40			8.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.40											
Intersection LOS												

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

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Harvest Landing

Vistro File: C:\...\Harvest Landing_OY.vistro
Report File: C:\...\OY I PP AM.pdf

Scenario 3 Opening Year I PP AM
2/20/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.925	65.0	E
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.798	48.2	D
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.692	32.7	C
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.707	14.6	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.934	78.1	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.532	11.9	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	SB Left	0.585	31.0	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.595	30.4	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.637	27.5	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.637	18.6	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	0.753	41.0	D
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	EB Thru	1.212	83.0	F
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	WB Thru	0.692	49.3	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.773	28.7	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	WB Right	0.424	37.4	D
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.439	16.9	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.312	26.7	C
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.686	46.7	D
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	NB Left	0.604	85.5	F
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.766	20.2	C
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.373	10.8	B
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	WB Thru	0.388	12.9	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.457	13.4	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	EB Left	0.709	40.2	D
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	WB Left	0.590	23.7	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.854	71.3	E
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.897	27.5	D
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.608	18.8	B
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.643	20.3	C
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.800	23.0	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.730	15.8	B
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.699	28.8	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.579	32.8	C
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.238	19.6	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.245	21.5	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.916	69.7	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	NB Left	0.232	10.6	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.076	7.9	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.324	16.9	C
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.009	8.5	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.114	12.7	B
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.076	11.9	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.010	8.5	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.071	11.3	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.122	11.6	B
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.689	119.9	F
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Right	0.032	11.0	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.018	10.5	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.016	8.7	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.043	5.5	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.005	8.5	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.006	9.2	A
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.6	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.030	8.5	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.4	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.010	9.0	A
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.3	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.003	8.4	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.063	9.6	A
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.029	9.9	A
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.4	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.007	8.4	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.003	9.1	A

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	65.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.925

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	782	10	0	1085	0	0	0	3	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	84	0	0	11	0	0	21	0	0	31
Total Hourly Volume [veh/h]	260	1561	252	185	1652	33	27	291	63	330	552	93
Peak Hour Factor	0.8987	0.8987	0.8987	0.7510	0.7510	0.7510	0.7777	0.7777	0.7777	0.7871	0.7871	0.7871
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	434	70	62	550	11	9	94	20	105	175	30
Total Analysis Volume [veh/h]	289	1737	280	246	2200	44	35	374	81	419	701	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	25	0	16	28	0	5	35	0	18	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	26	0	30	37	0	9	39	0	25	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	47	47	18	50	50	3	18	18	21	35	35
g / C, Green / Cycle	0.13	0.39	0.39	0.15	0.42	0.42	0.03	0.15	0.15	0.18	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.16	0.34	0.17	0.14	0.41	0.41	0.02	0.12	0.12	0.23	0.22	0.22
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1881	1810	1900	1785	1810	1900	1806
c, Capacity [veh/h]	226	2027	633	277	1519	790	52	279	262	317	557	529
d1, Uniform Delay [s]	52.50	33.42	26.86	49.80	34.09	34.20	57.70	49.77	49.87	49.50	38.48	38.52
k, delay calibration	0.50	0.50	0.50	0.17	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	154.56	4.94	2.24	13.91	17.06	26.57	13.78	6.47	7.42	165.83	2.09	2.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.28	0.86	0.44	0.89	0.97	0.98	0.67	0.83	0.85	1.32	0.75	0.76
d, Delay for Lane Group [s/veh]	207.06	38.36	29.10	63.71	51.15	60.77	71.48	56.24	57.29	215.33	40.57	40.75
Lane Group LOS	F	D	C	E	D	E	E	E	E	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.33	15.47	6.05	8.09	23.19	26.38	1.23	7.11	6.85	23.77	11.09	10.61
50th-Percentile Queue Length [ft/ln]	408.23	386.78	151.17	202.37	579.85	659.45	30.71	177.69	171.36	594.35	277.18	265.18
95th-Percentile Queue Length [veh/ln]	25.32	21.92	10.08	12.76	31.09	34.80	2.21	11.48	11.15	36.07	16.55	15.95
95th-Percentile Queue Length [ft/ln]	633.09	548.05	251.99	319.02	777.31	870.02	55.28	286.99	278.70	901.81	413.70	398.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	207.06	38.36	29.10	63.71	54.32	60.77	71.48	56.64	57.29	215.33	40.64	40.75
Movement LOS	F	D	C	E	D	E	E	E	E	F	D	D
d_A, Approach Delay [s/veh]	58.38			55.37			57.80			99.78		
Approach LOS	E			E			E			F		
d_I, Intersection Delay [s/veh]	65.04											
Intersection LOS	E											
Intersection V/C	0.925											

Emissions

Vehicle Miles Traveled [mph]	144.80	870.32	140.29	15.33	91.82	47.98	2.44	16.26	15.51	27.56	27.57	26.30
Stops [stops/h]	489.88	1392.42	181.40	242.84	1391.65	791.34	36.85	213.22	205.63	713.22	332.62	318.22
Fuel consumption [US gal/h]	23.23	60.70	8.72	6.73	35.79	21.01	1.05	5.87	5.68	28.17	8.54	8.17
CO [g/h]	1623.74	4243.28	609.71	470.70	2501.67	1468.41	73.47	410.55	396.88	1969.03	597.00	571.34
NOx [g/h]	315.92	825.59	118.63	91.58	486.73	285.70	14.29	79.88	77.22	383.10	116.15	111.16
VOC [g/h]	376.32	983.42	141.31	109.09	579.79	340.32	17.03	95.15	91.98	456.34	138.36	132.41

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.795	3.549	2.800	3.018
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	550	583	850
d_b, Bicycle Delay [s]	40.02	31.54	30.10	19.84
l_b,int, Bicycle LOS Score for Intersection	2.874	2.935	1.981	2.607
Bicycle LOS	C	C	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.798

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	793	9	0	1098	0	0	0	8	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	46	0	0	2	0	0	24	0	0	51
Total Hourly Volume [veh/h]	98	1861	136	109	1911	6	21	161	72	245	149	153
Peak Hour Factor	0.8910	0.8910	0.8910	0.7568	0.7568	0.7568	0.7348	0.7348	0.7348	0.8323	0.8323	0.8323
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	522	38	36	631	2	7	55	24	74	45	46
Total Analysis Volume [veh/h]	110	2089	153	144	2525	8	29	219	98	294	179	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	27	0	9	30	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	31	0	13	34	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	49	49	9	52	52	15	15	15	21	21	21
g / C, Green / Cycle	0.05	0.45	0.45	0.08	0.47	0.47	0.14	0.14	0.14	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.41	0.41	0.08	0.46	0.46	0.02	0.12	0.06	0.16	0.09	0.11
s, saturation flow rate [veh/h]	1810	3618	1835	1810	3618	1897	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	99	1617	820	148	1715	899	250	263	223	339	356	303
d1, Uniform Delay [s]	52.00	28.49	28.75	50.38	28.12	28.15	41.51	46.16	43.48	43.34	40.08	40.97
k, delay calibration	0.37	0.50	0.50	0.34	0.50	0.50	0.11	0.11	0.11	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	112.10	9.68	18.14	54.30	15.42	23.46	0.20	6.81	1.36	9.90	1.10	1.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.11	0.92	0.93	0.97	0.97	0.97	0.12	0.83	0.44	0.87	0.50	0.61
d, Delay for Lane Group [s/veh]	164.10	38.17	46.89	104.68	43.54	51.61	41.71	52.97	44.84	53.24	41.17	42.93
Lane Group LOS	F	D	D	F	D	D	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.72	18.87	21.44	6.06	22.84	26.00	0.69	6.19	2.48	8.48	4.36	4.63
50th-Percentile Queue Length [ft/ln]	142.93	471.70	536.08	151.62	571.00	650.11	17.31	154.79	62.11	211.95	108.89	115.71
95th-Percentile Queue Length [veh/ln]	9.94	25.99	29.04	10.10	30.68	34.37	1.25	10.27	4.47	13.25	7.78	8.16
95th-Percentile Queue Length [ft/ln]	248.53	649.79	725.94	252.59	766.94	859.18	31.15	256.82	111.80	331.32	194.46	203.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	164.10	40.71	46.89	104.68	46.30	51.61	41.71	52.97	44.84	53.24	41.17	42.93
Movement LOS	F	D	D	F	D	D	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	46.88			49.46			49.72			47.06		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	48.21											
Intersection LOS	D											
Intersection V/C	0.798											

Emissions

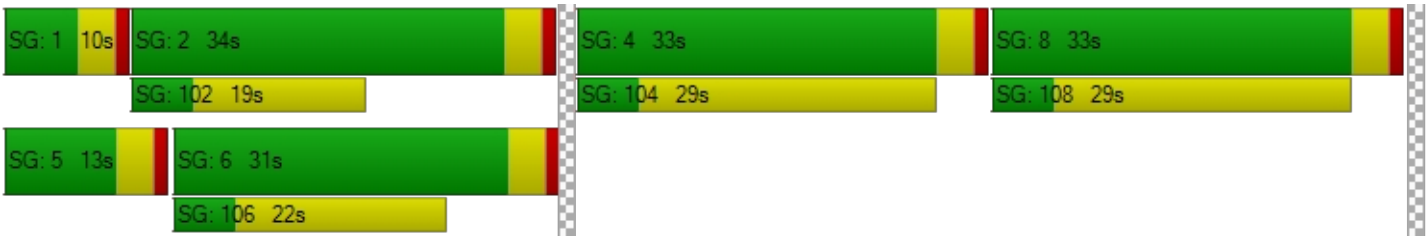
Vehicle Miles Traveled [mph]	180.97	2436.53	1251.89	72.15	832.26	436.89	2.42	18.29	8.19	34.96	21.28	21.88
Stops [stops/h]	187.11	1234.99	701.77	198.48	1494.97	851.05	22.66	202.64	81.31	277.46	142.55	151.47
Fuel consumption [US gal/h]	12.20	110.38	58.90	8.01	61.83	34.71	0.56	5.01	1.99	7.16	3.66	3.88
CO [g/h]	852.94	7715.38	4116.96	559.77	4322.02	2426.53	38.83	349.95	138.83	500.69	256.00	271.15
NOx [g/h]	165.95	1501.13	801.01	108.91	840.91	472.11	7.55	68.09	27.01	97.42	49.81	52.76
VOC [g/h]	197.68	1788.11	954.15	129.73	1001.67	562.37	9.00	81.10	32.18	116.04	59.33	62.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.786	3.659	2.394	2.714
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	491	545	527	527
d_b, Bicycle Delay [s]	31.31	29.09	29.82	29.82
l_b,int, Bicycle LOS Score for Intersection	2.879	3.033	2.170	2.728
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	124	902	0	87	678	277	165	36	23	0	276	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	808	1	0	1119	0	0	0	3	3	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	76	0	0	7	0	0	64
Total Hourly Volume [veh/h]	136	1791	1	95	1858	226	180	39	21	3	301	191
Peak Hour Factor	0.8289	0.8289	0.8289	0.9148	0.9148	0.9148	0.9538	0.9538	0.9538	0.8413	0.8413	0.8413
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	540	0	26	508	62	47	10	6	1	89	57
Total Analysis Volume [veh/h]	164	2161	1	104	2031	247	189	41	22	4	358	227
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	7	38	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	11	42	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	55	55	5	54	54	7	24	24	1	17	17
g / C, Green / Cycle	0.06	0.55	0.55	0.05	0.54	0.54	0.07	0.24	0.24	0.01	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.42	0.00	0.03	0.39	0.15	0.10	0.01	0.01	0.00	0.07	0.14
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	211	2852	890	166	2786	869	127	853	381	21	888	277
d1, Uniform Delay [s]	46.34	17.30	10.08	46.77	17.54	12.58	46.50	29.54	29.61	49.46	36.86	39.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.09	1.94	0.00	3.84	1.71	0.82	258.38	0.02	0.06	4.34	0.30	5.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.76	0.00	0.63	0.73	0.28	1.49	0.05	0.06	0.19	0.40	0.82
d, Delay for Lane Group [s/veh]	52.43	19.24	10.08	50.61	19.25	13.40	304.88	29.57	29.68	53.80	37.15	45.84
Lane Group LOS	D	B	B	D	B	B	F	C	C	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.12	11.50	0.01	1.32	10.74	2.89	12.12	0.37	0.40	0.06	2.52	5.60
50th-Percentile Queue Length [ft/ln]	52.94	287.56	0.24	32.89	268.48	72.32	303.10	9.23	10.02	1.52	62.98	139.90
95th-Percentile Queue Length [veh/ln]	3.81	17.06	0.02	2.37	16.11	5.21	19.97	0.66	0.72	0.11	4.53	9.48
95th-Percentile Queue Length [ft/ln]	95.29	426.62	0.43	59.20	402.84	130.17	499.19	16.61	18.04	2.73	113.37	236.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.43	19.24	10.08	50.61	19.25	13.40	304.88	29.57	29.68	53.80	37.15	45.84
Movement LOS	D	B	B	D	B	B	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	21.57			20.01			236.06			40.61		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	32.66											
Intersection LOS	C											
Intersection V/C	0.692											

Emissions

Vehicle Miles Traveled [mph]	61.18	806.15	0.37	171.10	3341.29	406.35	28.27	6.13	3.29	0.49	43.49	27.57
Stops [stops/h]	152.46	1242.27	0.34	94.72	1159.84	104.14	436.46	26.58	14.43	4.38	272.08	201.45
Fuel consumption [US gal/h]	5.74	51.54	0.02	8.11	136.91	15.90	18.12	0.79	0.43	0.11	7.58	5.57
CO [g/h]	401.39	3602.52	1.33	567.13	9569.95	1111.21	1266.56	55.04	29.71	8.03	529.86	389.15
NOx [g/h]	78.10	700.92	0.26	110.34	1861.96	216.20	246.43	10.71	5.78	1.56	103.09	75.71
VOC [g/h]	93.03	834.92	0.31	131.44	2217.93	257.53	293.54	12.76	6.89	1.86	122.80	90.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.569	3.793	2.841	3.077
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	700	760	720
d_b, Bicycle Delay [s]	20.48	21.13	19.22	20.48
l_b,int, Bicycle LOS Score for Intersection	2.839	2.912	1.773	1.919
Bicycle LOS	C	C	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	26	1079	39	34	696	43	20	20	22	11	32	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	810	1	0	1126	0	0	0	3	3	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	12	0	0	7	0	0	2
Total Hourly Volume [veh/h]	29	1986	33	37	1885	35	22	22	20	15	35	5
Peak Hour Factor	0.8408	0.8408	0.8408	0.9137	0.9137	0.9137	0.6630	0.6630	0.6630	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	591	10	10	516	10	8	8	8	5	11	2
Total Analysis Volume [veh/h]	34	2362	39	40	2063	38	33	33	30	19	44	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	65	0	5	65	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	52	69	0	9	33	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	89	89	4	89	89	3	9	9	2	8	8
g / C, Green / Cycle	0.03	0.74	0.74	0.03	0.74	0.74	0.03	0.08	0.08	0.02	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.65	0.02	0.02	0.38	0.38	0.02	0.02	0.02	0.01	0.01	0.01
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1882	1810	1900	1623	1810	1900	1823
c, Capacity [veh/h]	51	2675	1194	57	2687	1398	50	145	124	35	129	124
d1, Uniform Delay [s]	57.74	11.73	4.17	57.56	6.43	6.44	57.76	52.09	52.21	58.28	52.82	52.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.79	4.66	0.05	14.66	0.71	1.36	13.52	0.76	1.05	11.98	0.72	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.88	0.03	0.70	0.51	0.52	0.66	0.22	0.25	0.54	0.19	0.20
d, Delay for Lane Group [s/veh]	71.53	16.39	4.22	72.22	7.13	7.80	71.28	52.85	53.26	70.26	53.55	53.64
Lane Group LOS	E	B	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.19	19.09	0.22	1.41	5.86	6.37	1.17	0.93	0.91	0.69	0.74	0.73
50th-Percentile Queue Length [ft/ln]	29.87	477.14	5.52	35.17	146.39	159.17	29.34	23.29	22.78	17.14	18.41	18.35
95th-Percentile Queue Length [veh/ln]	2.15	26.25	0.40	2.53	9.82	10.50	2.11	1.68	1.64	1.23	1.33	1.32
95th-Percentile Queue Length [ft/ln]	53.77	656.25	9.93	63.30	245.61	262.62	52.82	41.93	41.01	30.86	33.14	33.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.53	16.39	4.22	72.22	7.35	7.80	71.28	52.86	53.26	70.26	53.59	53.64
Movement LOS	E	B	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	16.97			8.57			59.31			58.18		
Approach LOS	B			A			E			E		
d_I, Intersection Delay [s/veh]	14.63											
Intersection LOS	B											
Intersection V/C	0.707											

Emissions

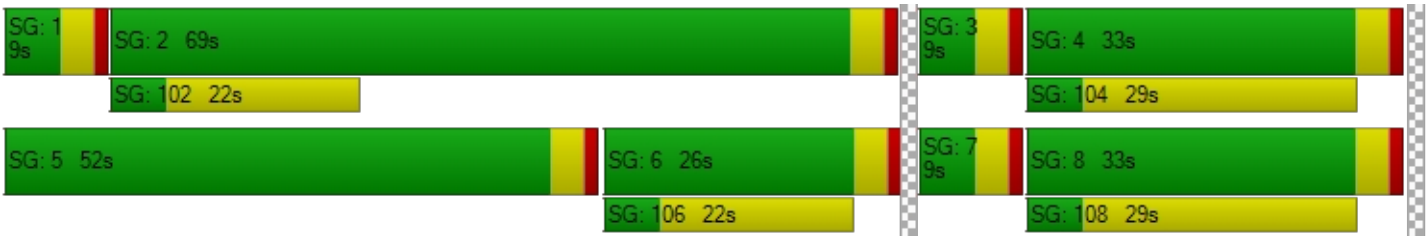
Vehicle Miles Traveled [mph]	17.12	1189.10	19.63	14.92	515.15	268.61	1.82	1.76	1.71	1.26	1.67	1.66
Stops [stops/h]	35.85	1145.13	6.62	42.20	351.34	191.00	35.21	27.95	27.34	20.57	22.09	22.02
Fuel consumption [US gal/h]	1.53	62.88	0.79	1.62	24.03	12.72	0.81	0.62	0.61	0.47	0.50	0.50
CO [g/h]	106.76	4395.10	55.14	113.51	1679.83	889.44	56.81	43.44	42.40	33.17	35.15	35.01
NOx [g/h]	20.77	855.13	10.73	22.09	326.83	173.05	11.05	8.45	8.25	6.45	6.84	6.81
VOC [g/h]	24.74	1018.61	12.78	26.31	389.32	206.14	13.17	10.07	9.83	7.69	8.15	8.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.579	3.578	2.378	2.362
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	1083	483	483
d_b, Bicycle Delay [s]	40.02	12.60	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.578	2.744	1.645	1.618
Bicycle LOS	D	B	A	A

Sequence

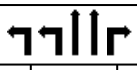
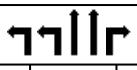
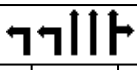
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	78.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.934

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	523	10	0	726	406	290	7	0	13	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	168	0	0	17	0	0	33
Total Hourly Volume [veh/h]	228	1254	75	129	1110	504	648	681	52	108	1144	99
Peak Hour Factor	0.7878	0.7878	0.7878	0.8529	0.8529	0.8529	0.9048	0.9048	0.9048	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	398	24	38	325	148	179	188	14	29	310	27
Total Analysis Volume [veh/h]	289	1592	95	151	1301	591	716	753	57	117	1239	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	48	0	5	45	0	19	41	0	10	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	52	0	9	49	0	23	45	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	48	48	5	45	45	19	45	45	6	32	32
g / C, Green / Cycle	0.07	0.40	0.40	0.04	0.38	0.38	0.16	0.37	0.37	0.05	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.44	0.06	0.04	0.36	0.37	0.20	0.15	0.04	0.03	0.25	0.25
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1824
c, Capacity [veh/h]	234	1460	652	146	1370	612	556	1922	600	176	951	480
d1, Uniform Delay [s]	56.00	35.78	22.67	57.50	36.17	36.53	50.50	27.75	24.58	56.01	43.31	43.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.17	0.11	0.11	0.11	0.11	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	113.26	52.14	0.47	42.84	14.94	28.99	133.91	0.13	0.07	4.29	5.39	24.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.23	1.09	0.15	1.03	0.95	0.97	1.29	0.39	0.10	0.67	0.94	0.94
d, Delay for Lane Group [s/veh]	169.26	87.92	23.14	100.34	51.10	65.52	184.41	27.88	24.65	60.30	48.70	68.05
Lane Group LOS	F	F	C	F	D	E	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.14	30.55	1.73	3.04	20.26	20.90	18.29	4.99	1.01	1.78	12.93	15.61
50th-Percentile Queue Length [ft/ln]	178.56	763.73	43.29	75.98	506.43	522.62	457.31	124.84	25.28	44.46	323.21	390.30
95th-Percentile Queue Length [veh/ln]	12.26	42.14	3.12	5.47	27.64	28.40	28.24	8.66	1.82	3.20	18.83	22.09
95th-Percentile Queue Length [ft/ln]	306.55	1053.42	77.92	136.77	690.96	710.08	706.08	216.46	45.50	80.03	470.63	552.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	169.26	87.92	23.14	100.34	51.10	65.52	184.41	27.88	24.65	60.30	54.07	68.05
Movement LOS	F	F	C	F	D	E	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	96.70			58.91			101.20			55.59		
Approach LOS	F			E			F			E		
d_I, Intersection Delay [s/veh]	78.08											
Intersection LOS	E											
Intersection V/C	0.934											

Emissions

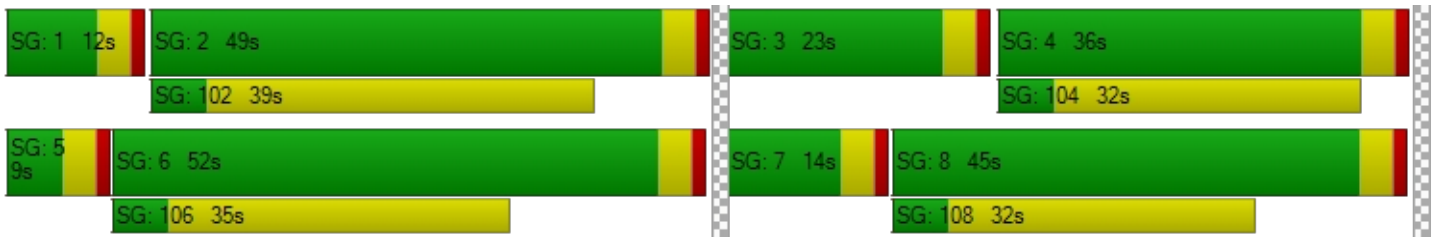
Vehicle Miles Traveled [mph]	143.58	790.92	47.20	76.02	654.96	297.53	178.94	188.19	14.25	12.71	97.18	48.99
Stops [stops/h]	428.54	1832.96	51.95	182.36	1215.43	627.15	1097.53	449.43	30.33	106.71	775.70	468.36
Fuel consumption [US gal/h]	20.20	78.38	2.71	7.96	51.09	25.88	53.24	18.92	1.33	3.84	26.53	16.58
CO [g/h]	1412.13	5478.75	189.50	556.12	3571.28	1808.67	3721.19	1322.21	92.68	268.61	1854.23	1159.27
NOx [g/h]	274.75	1065.97	36.87	108.20	694.84	351.90	724.01	257.25	18.03	52.26	360.77	225.55
VOC [g/h]	327.28	1269.75	43.92	128.89	827.68	419.18	862.42	306.44	21.48	62.25	429.74	268.67

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.415	3.831	3.649	3.351
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	750	683	533
d_b, Bicycle Delay [s]	21.60	23.44	26.00	32.27
l_b,int, Bicycle LOS Score for Intersection	3.210	3.384	2.408	2.382
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	24	999	6	9	414	35	8	105	5	12	103	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	535	0	0	739	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	10	0	0	1	0	0	4
Total Hourly Volume [veh/h]	26	1624	5	10	1190	28	9	114	4	13	112	12
Peak Hour Factor	0.8643	0.8643	0.8643	0.7467	0.7467	0.7467	0.8393	0.8393	0.8393	0.8520	0.8520	0.8520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	470	1	3	398	9	3	34	1	4	33	4
Total Analysis Volume [veh/h]	30	1879	6	13	1594	37	11	136	5	15	131	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	5	32	0	21	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	12	33	0	22	36	0	22	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	71	71	2	70	70	1	10	10	2	10	10
g / C, Green / Cycle	0.03	0.71	0.71	0.02	0.70	0.70	0.01	0.10	0.10	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.34	0.34	0.01	0.44	0.02	0.01	0.04	0.00	0.01	0.07	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	51	2561	1343	28	2515	1123	25	358	160	32	195	166
d1, Uniform Delay [s]	48.00	6.48	6.48	48.82	8.31	4.76	48.93	42.19	40.73	48.65	43.24	40.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.12	0.65	1.24	11.62	1.23	0.05	11.68	0.67	0.08	10.30	3.96	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.48	0.48	0.47	0.63	0.03	0.44	0.38	0.03	0.47	0.67	0.08
d, Delay for Lane Group [s/veh]	58.12	7.13	7.72	60.44	9.54	4.81	60.61	42.85	40.81	58.95	47.19	40.82
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.86	4.48	4.92	0.41	8.36	0.23	0.35	1.58	0.11	0.46	3.29	0.32
50th-Percentile Queue Length [ft/ln]	21.47	111.97	122.96	10.26	208.91	5.69	8.75	39.57	2.84	11.43	82.14	7.95
95th-Percentile Queue Length [veh/ln]	1.55	7.95	8.56	0.74	13.10	0.41	0.63	2.85	0.20	0.82	5.91	0.57
95th-Percentile Queue Length [ft/ln]	38.65	198.74	213.89	18.47	327.43	10.25	15.75	71.22	5.11	20.58	147.85	14.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.12	7.33	7.72	60.44	9.54	4.81	60.61	42.85	40.81	58.95	47.19	40.82
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	8.13			9.84			44.07			47.74		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.90											
Intersection LOS	B											
Intersection V/C	0.532											

Emissions

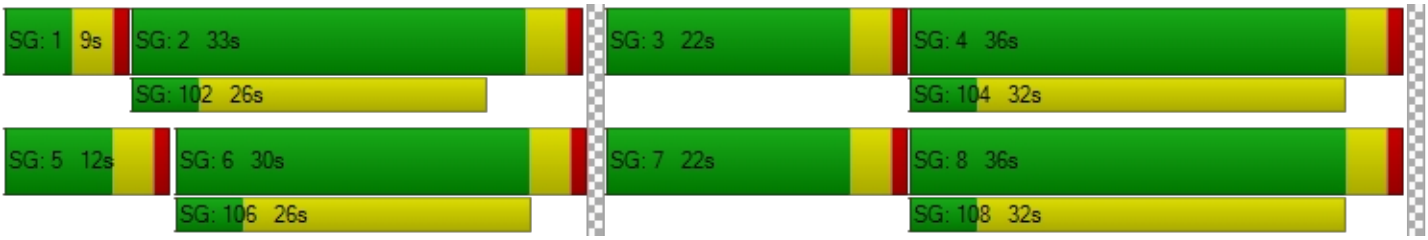
Vehicle Miles Traveled [mph]	5.89	242.79	127.33	6.46	791.91	18.38	5.52	68.21	2.51	4.02	35.13	3.75
Stops [stops/h]	30.92	322.48	177.06	14.77	601.66	8.20	12.60	113.96	4.09	16.46	118.28	11.45
Fuel consumption [US gal/h]	0.94	14.13	7.59	0.51	39.02	0.84	0.44	4.64	0.17	0.46	3.49	0.35
CO [g/h]	65.79	987.42	530.19	35.47	2727.46	58.59	30.80	324.53	11.73	31.95	243.72	24.15
NOx [g/h]	12.80	192.12	103.16	6.90	530.66	11.40	5.99	63.14	2.28	6.22	47.42	4.70
VOC [g/h]	15.25	228.84	122.88	8.22	632.11	13.58	7.14	75.21	2.72	7.40	56.48	5.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.341	3.111	2.529	2.526
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	580	640	640
d_b, Bicycle Delay [s]	27.38	25.21	23.12	23.12
l_b,int, Bicycle LOS Score for Intersection	2.614	2.924	1.686	1.830
Bicycle LOS	B	C	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	84	431	14	98	395	189	120	268	45	23	398	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	8	6	205	5	0	184	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	54	0	0	14	0	0	38
Total Hourly Volume [veh/h]	100	470	11	107	431	160	137	497	40	25	618	115
Peak Hour Factor	0.9010	0.9010	0.9010	0.8191	0.8191	0.8191	0.8730	0.8730	0.8730	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	130	3	33	132	49	39	142	11	8	185	35
Total Analysis Volume [veh/h]	111	522	12	131	526	195	157	569	46	30	742	138
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	22	0	7	22	0	10	29	0	6	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	26	0	12	27	0	13	33	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	27	27	7	28	28	9	28	28	3	22	22
g / C, Green / Cycle	0.08	0.33	0.33	0.09	0.35	0.35	0.11	0.34	0.34	0.03	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.06	0.14	0.14	0.07	0.20	0.20	0.09	0.16	0.16	0.02	0.24	0.24
s, saturation flow rate [veh/h]	1810	1900	1885	1810	1900	1727	1810	1900	1851	1810	1900	1798
c, Capacity [veh/h]	142	631	626	165	656	596	193	654	637	59	512	485
d1, Uniform Delay [s]	36.18	20.76	20.76	35.61	21.41	21.42	34.94	20.59	20.59	38.08	28.01	28.01
k, delay calibration	0.14	0.50	0.50	0.17	0.50	0.50	0.17	0.11	0.11	0.11	0.26	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.62	2.08	2.10	12.54	3.65	4.03	11.94	0.54	0.56	6.73	11.34	11.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.42	0.42	0.79	0.58	0.58	0.81	0.48	0.48	0.51	0.88	0.88
d, Delay for Lane Group [s/veh]	47.80	22.84	22.87	48.15	25.07	25.44	46.88	21.13	21.15	44.81	39.34	39.91
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.49	3.95	3.92	2.96	5.94	5.47	3.44	4.20	4.09	0.66	9.13	8.72
50th-Percentile Queue Length [ft/ln]	62.15	98.67	98.07	73.92	148.50	136.73	86.03	104.90	102.37	16.44	228.36	218.01
95th-Percentile Queue Length [veh/ln]	4.47	7.10	7.06	5.32	9.94	9.30	6.19	7.55	7.37	1.18	14.09	13.56
95th-Percentile Queue Length [ft/ln]	111.87	177.61	176.53	133.05	248.42	232.61	154.85	188.82	184.26	29.59	352.27	339.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.80	22.85	22.87	48.15	25.17	25.44	46.88	21.14	21.15	44.81	39.57	39.91
Movement LOS	D	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	27.15			28.77			26.37			39.79		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.01											
Intersection LOS	C											
Intersection V/C	0.585											

Emissions

Vehicle Miles Traveled [mph]	16.80	40.54	40.26	15.06	43.40	39.51	94.85	188.13	183.43	5.57	84.00	79.50
Stops [stops/h]	111.87	177.61	176.53	133.05	267.30	246.11	154.85	188.82	184.26	29.59	411.04	392.42
Fuel consumption [US gal/h]	2.78	4.44	4.41	3.13	6.11	5.61	6.67	10.14	9.89	0.83	11.61	11.08
CO [g/h]	194.34	310.54	308.56	218.81	426.80	392.27	466.54	708.44	690.99	58.20	811.53	774.44
NOx [g/h]	37.81	60.42	60.03	42.57	83.04	76.32	90.77	137.84	134.44	11.32	157.89	150.68
VOC [g/h]	45.04	71.97	71.51	50.71	98.91	90.91	108.13	164.19	160.14	13.49	188.08	179.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.630	2.830	2.868	2.836
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	575	725	625
d_b, Bicycle Delay [s]	21.03	20.31	16.26	18.91
l_b,int, Bicycle LOS Score for Intersection	2.095	2.307	2.208	2.342
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	37	274	152	40	113	23	14	150	12	173	442	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	17	22	7	31	9	31	228	7	10	188	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	47	0	0	9	0	0	5	0	0	16
Total Hourly Volume [veh/h]	63	316	141	51	154	25	46	392	15	199	670	48
Peak Hour Factor	0.8238	0.8238	0.8238	0.8554	0.8554	0.8554	0.8688	0.8688	0.8688	0.9003	0.9003	0.9003
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	96	43	15	45	7	13	113	4	55	186	13
Total Analysis Volume [veh/h]	76	384	171	60	180	29	53	451	17	221	744	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	25	0	12	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	26	0	12	26	0	9	25	0	17	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	28	28	4	27	27	3	21	21	12	29	29
g / C, Green / Cycle	0.06	0.35	0.35	0.05	0.34	0.34	0.04	0.26	0.26	0.14	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.11	0.03	0.09	0.02	0.03	0.24	0.01	0.12	0.21	0.21
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	101	663	564	86	648	551	79	492	418	261	683	667
d1, Uniform Delay [s]	37.24	21.25	18.96	37.52	19.18	17.68	37.67	28.80	22.20	33.37	20.83	20.83
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.27	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.84	3.66	1.38	9.59	1.06	0.18	9.28	15.25	0.04	14.29	0.82	0.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.58	0.30	0.69	0.28	0.05	0.67	0.92	0.04	0.85	0.59	0.59
d, Delay for Lane Group [s/veh]	48.08	24.91	20.34	47.11	20.25	17.87	46.95	44.05	22.23	47.66	21.65	21.67
Lane Group LOS	D	C	C	D	C	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.72	6.13	2.38	1.35	2.48	0.37	1.17	9.71	0.23	4.93	5.61	5.49
50th-Percentile Queue Length [ft/ln]	43.06	153.25	59.62	33.79	62.04	9.20	29.26	242.84	5.66	123.18	140.32	137.17
95th-Percentile Queue Length [veh/ln]	3.10	10.19	4.29	2.43	4.47	0.66	2.11	14.83	0.41	8.57	9.50	9.33
95th-Percentile Queue Length [ft/ln]	77.51	254.76	107.31	60.81	111.67	16.55	52.67	370.63	10.18	214.19	237.46	233.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.08	24.91	20.34	47.11	20.25	17.87	46.95	44.05	22.23	47.66	21.66	21.67
Movement LOS	D	C	C	D	C	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	26.46			25.98			43.63			27.30		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	30.43											
Intersection LOS	C											
Intersection V/C	0.595											

Emissions

Vehicle Miles Traveled [mph]	33.40	168.78	75.16	4.72	14.17	2.28	3.51	29.83	1.12	32.20	58.75	57.39
Stops [stops/h]	77.51	275.85	107.31	60.81	111.67	16.55	52.67	437.12	10.18	221.72	252.58	246.90
Fuel consumption [US gal/h]	2.60	10.45	4.38	1.21	2.12	0.32	1.28	10.50	0.24	6.00	6.93	6.77
CO [g/h]	181.72	730.77	306.15	84.76	148.31	22.16	89.57	733.95	16.92	419.67	484.45	473.48
NOx [g/h]	35.36	142.18	59.57	16.49	28.86	4.31	17.43	142.80	3.29	81.65	94.26	92.12
VOC [g/h]	42.12	169.36	70.95	19.64	34.37	5.13	20.76	170.10	3.92	97.26	112.27	109.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.507	2.487	2.707	2.834
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	525	725
d_b, Bicycle Delay [s]	21.03	21.03	21.76	16.26
l_b,int, Bicycle LOS Score for Intersection	2.678	2.018	2.428	2.413
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	19	888	51	28	328	30	25	84	14	125	222	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	521	101	193	538	31	0	0	0	25	16	153
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	16	0	0	4	0	0	72
Total Hourly Volume [veh/h]	21	1489	118	224	896	48	27	92	11	161	258	214
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	424	34	64	255	14	8	26	3	46	73	61
Total Analysis Volume [veh/h]	24	1696	134	255	1021	55	31	105	13	183	294	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	23	44	0	5	32	0	13	40	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	20	41	0	9	36	0	14	41	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	47	47	16	61	61	3	11	11	10	18	18
g / C, Green / Cycle	0.02	0.47	0.47	0.16	0.61	0.61	0.03	0.11	0.11	0.10	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.08	0.14	0.20	0.03	0.02	0.03	0.01	0.10	0.08	0.15
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	2454	766	286	3145	981	53	390	174	181	647	289
d1, Uniform Delay [s]	48.22	20.57	15.08	41.25	9.59	7.97	47.96	40.99	40.12	45.00	36.70	39.72
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.11	0.11	0.11	0.24	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.85	1.62	0.50	12.90	0.27	0.11	10.11	0.37	0.18	49.67	0.50	6.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.69	0.18	0.89	0.32	0.06	0.59	0.27	0.07	1.01	0.45	0.85
d, Delay for Lane Group [s/veh]	58.06	22.19	15.58	54.15	9.86	8.08	58.07	41.36	40.30	94.67	37.20	46.42
Lane Group LOS	E	C	B	D	A	A	E	D	D	F	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.69	9.65	1.72	6.91	3.18	0.45	0.89	1.17	0.29	6.81	3.13	6.07
50th-Percentile Queue Length [ft/ln]	17.35	241.17	42.96	172.71	79.59	11.16	22.14	29.19	7.17	170.16	78.14	151.79
95th-Percentile Queue Length [veh/ln]	1.25	14.74	3.09	11.22	5.73	0.80	1.59	2.10	0.52	11.13	5.63	10.11
95th-Percentile Queue Length [ft/ln]	31.22	368.51	77.32	280.47	143.27	20.09	39.86	52.54	12.91	278.33	140.66	252.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.06	22.19	15.58	54.15	9.86	8.08	58.07	41.36	40.30	94.67	37.20	46.42
Movement LOS	E	C	B	D	A	A	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	22.18			18.27			44.74			54.91		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	27.55											
Intersection LOS	C											
Intersection V/C	0.637											

Emissions

Vehicle Miles Traveled [mph]	9.96	703.94	55.62	76.16	304.95	16.43	2.19	7.43	0.92	33.68	54.11	44.91
Stops [stops/h]	24.98	1041.86	61.86	248.70	343.84	16.07	31.89	84.07	10.33	245.03	225.05	218.58
Fuel consumption [US gal/h]	0.94	44.74	3.10	8.51	16.78	0.85	0.84	2.18	0.27	7.73	6.88	6.56
CO [g/h]	65.40	3127.55	216.72	595.03	1172.74	59.65	58.57	152.62	18.63	540.07	480.81	458.69
NOx [g/h]	12.72	608.51	42.17	115.77	228.17	11.61	11.40	29.69	3.63	105.08	93.55	89.24
VOC [g/h]	15.16	724.84	50.23	137.90	271.79	13.82	13.57	35.37	4.32	125.17	111.43	106.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.357	3.375	2.597	2.885
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	740	640	740
d_b, Bicycle Delay [s]	27.38	19.85	23.12	19.85
l_b,int, Bicycle LOS Score for Intersection	2.601	2.300	1.686	2.214
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	101	339	14	52	200	45	62	108	53	3	146	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	5	10	12	30	61	78	0	1	83	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	395	20	67	230	79	129	196	58	4	242	71
Peak Hour Factor	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	111	6	19	65	22	36	55	16	1	68	20
Total Analysis Volume [veh/h]	124	445	23	75	259	89	145	221	65	5	272	80
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	417	441	445	406	429	467	411	434	472	513	553
Degree of Utilization, x	0.30	0.53	0.53	0.18	0.60	0.19	0.35	0.51	0.14	0.01	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.23	3.03	2.99	0.67	3.87	0.70	1.57	2.82	0.48	0.03	4.47
95th-Percentile Queue Length [ft]	30.79	75.84	74.77	16.74	96.68	17.42	39.17	70.50	11.89	0.74	111.69
Approach Delay [s/veh]	18.61			19.11			17.10			19.80	
Approach LOS	C			C			C			C	
Intersection Delay [s/veh]	18.60										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	41.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	400	4	8	504	114	281	126	58	7	98	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	39	0	0	24	0	0	23
Total Hourly Volume [veh/h]	140	1241	16	29	938	115	383	255	73	28	344	68
Peak Hour Factor	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	367	5	9	277	34	113	75	22	8	102	20
Total Analysis Volume [veh/h]	165	1466	19	34	1108	136	453	301	86	33	406	80
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	37	0	5	32	0	26	26	0	26	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	43	0	19	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	51	51	3	43	43	28	36	36	3	12	12
g / C, Green / Cycle	0.10	0.46	0.46	0.03	0.39	0.39	0.25	0.33	0.33	0.03	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.09	0.41	0.01	0.02	0.31	0.08	0.25	0.08	0.05	0.02	0.08	0.05
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	1679	750	54	1425	636	461	1194	533	55	549	171
d1, Uniform Delay [s]	49.02	26.55	15.98	52.78	29.13	22.07	40.77	26.92	26.07	52.65	47.68	46.23
k, delay calibration	0.32	0.50	0.50	0.11	0.50	0.50	0.44	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	35.06	6.60	0.06	11.75	4.24	0.77	35.28	0.11	0.14	9.88	1.97	1.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.87	0.03	0.63	0.78	0.21	0.98	0.25	0.16	0.60	0.74	0.47
d, Delay for Lane Group [s/veh]	84.08	33.15	16.04	64.53	33.37	22.84	76.05	27.03	26.21	62.53	49.65	48.20
Lane Group LOS	F	C	B	E	C	C	E	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.11	17.29	0.26	1.08	12.77	2.35	16.26	2.83	1.58	1.04	3.62	2.11
50th-Percentile Queue Length [ft/ln]	152.69	432.34	6.47	26.97	319.18	58.85	406.53	70.73	39.41	25.90	90.60	52.83
95th-Percentile Queue Length [veh/ln]	10.16	24.11	0.47	1.94	18.63	4.24	22.87	5.09	2.84	1.86	6.52	3.80
95th-Percentile Queue Length [ft/ln]	254.02	602.84	11.64	48.55	465.68	105.92	571.87	127.32	70.93	46.62	163.07	95.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	84.08	33.15	16.04	64.53	33.37	22.84	76.05	27.03	26.21	62.53	49.65	48.20
Movement LOS	F	C	B	E	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	38.05			33.08			53.38			50.25		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	41.05											
Intersection LOS	D											
Intersection V/C	0.753											

Emissions

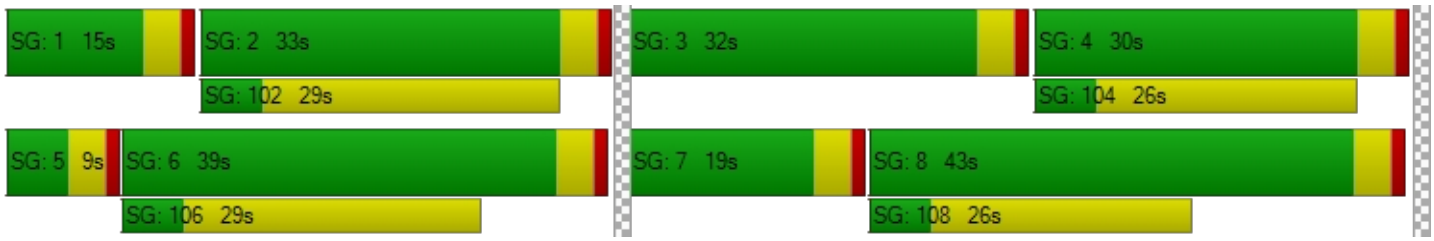
Vehicle Miles Traveled [mph]	10.75	95.51	1.24	2.69	87.76	10.77	49.36	32.80	9.37	16.63	204.56	40.31
Stops [stops/h]	199.89	1131.93	8.47	35.31	835.68	77.04	532.19	185.19	51.59	33.91	355.79	69.16
Fuel consumption [US gal/h]	5.68	27.24	0.21	0.98	20.92	1.96	14.01	4.65	1.30	1.35	14.92	2.91
CO [g/h]	396.79	1903.86	14.66	68.35	1462.51	136.94	979.03	325.00	90.94	94.26	1043.22	203.26
NOx [g/h]	77.20	370.42	2.85	13.30	284.55	26.64	190.48	63.23	17.69	18.34	202.97	39.55
VOC [g/h]	91.96	441.24	3.40	15.84	338.95	31.74	226.90	75.32	21.08	21.85	241.78	47.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.179	3.333	2.938	2.805
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	709	473
d_b, Bicycle Delay [s]	25.57	29.82	22.91	32.07
l_b,int, Bicycle LOS Score for Intersection	2.925	2.646	2.272	1.858
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	83.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.212

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	28	0	0	0	0	544	101	63	251	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	16	29	7	7	7	48	835	147	71	573	9
Peak Hour Factor	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	7	12	3	3	3	20	350	62	30	241	4
Total Analysis Volume [veh/h]	205	27	49	12	12	12	81	1402	247	119	962	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	418	377	426	550	550	550	412	437	437	439
Degree of Utilization, x	0.67	0.10	0.19	1.21	1.21	1.16	0.29	0.75	0.75	0.74

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.82	0.31	0.69	21.57	21.57	19.91	1.18	6.11	6.11	6.06
95th-Percentile Queue Length [ft]	120.51	7.86	17.35	539.1	539.1	497.8	29.54	152.7	152.7	151.4
Approach Delay [s/veh]	27.66	13.56	127.24				29.55			
Approach LOS	D	B	F				D			
Intersection Delay [s/veh]	82.97									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	49.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	4	0	15	9	75	15	630	87	0	333	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	43	0	0	41	0	0	9
Total Hourly Volume [veh/h]	60	115	45	28	108	127	298	948	124	69	598	27
Peak Hour Factor	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	42	17	10	40	47	109	348	46	25	220	10
Total Analysis Volume [veh/h]	88	169	66	41	159	187	438	1393	182	101	878	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	6	32	0	6	32	0	51	53	53	13	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	29	43	43	12	26	26
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	34	34	34	3	32	25	40	49	7	22	29
g / C, Green / Cycle	0.34	0.34	0.34	0.03	0.32	0.25	0.40	0.49	0.07	0.22	0.29
(v / s)_i Volume / Saturation Flow Rate	0.18	0.09	0.04	0.02	0.20	0.24	0.39	0.11	0.06	0.24	0.02
s, saturation flow rate [veh/h]	494	1900	1615	1810	1735	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	151	637	541	63	555	452	1444	790	128	796	476
d1, Uniform Delay [s]	38.97	24.27	23.05	47.64	28.88	37.11	29.37	14.71	45.71	39.00	25.48
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.38	1.02	0.46	10.58	5.21	13.48	5.50	0.68	10.10	51.35	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.27	0.12	0.65	0.62	0.97	0.96	0.23	0.79	1.10	0.08
d, Delay for Lane Group [s/veh]	54.35	25.29	23.51	58.22	34.09	50.59	34.87	15.39	55.80	90.35	25.56
Lane Group LOS	D	C	C	E	C	D	C	B	E	F	C
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.09	3.07	1.14	1.16	7.43	11.67	15.97	2.33	2.74	14.91	0.67
50th-Percentile Queue Length [ft/ln]	52.14	76.73	28.53	29.04	185.65	291.82	399.13	58.20	68.50	372.79	16.69
95th-Percentile Queue Length [veh/ln]	3.75	5.52	2.05	2.09	11.90	17.28	22.52	4.19	4.93	22.38	1.20
95th-Percentile Queue Length [ft/ln]	93.86	138.11	51.35	52.27	297.38	431.90	562.95	104.76	123.30	559.61	30.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.35	25.29	23.51	58.22	34.09	34.09	50.59	34.87	15.39	55.80	90.35	25.56
Movement LOS	D	C	C	E	C	C	D	C	B	E	F	C
d_A, Approach Delay [s/veh]	32.84			36.64			36.53			84.39		
Approach LOS	C			D			D			F		
d_I, Intersection Delay [s/veh]	49.25											
Intersection LOS	D											
Intersection V/C	0.692											

Emissions

Vehicle Miles Traveled [mph]	22.17	42.58	16.63	20.59	173.75	40.21	127.89	16.71	25.06	217.81	9.92
Stops [stops/h]	75.08	110.49	41.08	41.82	267.34	420.22	1149.48	83.81	98.64	1073.63	24.03
Fuel consumption [US gal/h]	2.30	3.23	1.23	1.71	11.68	11.11	28.56	2.18	3.23	36.96	0.85
CO [g/h]	160.81	225.98	85.79	119.63	816.42	776.72	1996.33	152.73	225.93	2583.27	59.20
NOx [g/h]	31.29	43.97	16.69	23.27	158.85	151.12	388.41	29.72	43.96	502.61	11.52
VOC [g/h]	37.27	52.37	19.88	27.72	189.21	180.01	462.67	35.40	52.36	598.70	13.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.359	2.537	3.353	3.145
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	640	780	440
d_b, Bicycle Delay [s]	23.12	23.12	18.61	30.42
l_b,int, Bicycle LOS Score for Intersection	2.117	2.269	3.254	2.408
Bicycle LOS	B	B	C	B

Sequence

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

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	0	0	0	0	0	759	176	0	431	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	12	0	0	72	0	0	3
Total Hourly Volume [veh/h]	209	146	8	7	26	36	293	1412	217	3	851	8
Peak Hour Factor	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	51	3	2	9	13	102	492	76	1	297	3
Total Analysis Volume [veh/h]	292	204	11	10	36	50	409	1970	303	4	1187	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	27	57	0	5	35	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	32	60	0	10	38	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	24	60	60	1	37	37
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.24	0.60	0.60	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.22	0.11	0.01	0.05	0.23	0.54	0.19	0.00	0.33	0.01
s, saturation flow rate [veh/h]	1332	1883	1185	1723	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	357	509	260	466	443	2185	975	10	1320	589
d1, Uniform Delay [s]	39.56	30.05	35.71	28.01	36.84	17.22	9.66	49.54	30.03	20.31
k, delay calibration	0.50	0.50	0.50	0.50	0.31	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.47	2.56	0.28	0.87	19.24	1.58	0.18	22.25	2.50	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.42	0.04	0.18	0.92	0.90	0.31	0.39	0.90	0.02
d, Delay for Lane Group [s/veh]	58.02	32.61	35.99	28.89	56.08	18.80	9.84	71.79	32.53	20.33
Lane Group LOS	E	C	D	C	E	B	A	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.76	4.48	0.22	1.65	11.57	16.51	2.81	0.16	12.88	0.16
50th-Percentile Queue Length [ft/ln]	218.89	111.88	5.56	41.17	289.23	412.76	70.34	4.00	321.97	3.94
95th-Percentile Queue Length [veh/ln]	13.61	7.94	0.40	2.96	17.15	23.17	5.06	0.29	18.76	0.28
95th-Percentile Queue Length [ft/ln]	340.20	198.62	10.00	74.11	428.69	579.35	126.60	7.20	469.11	7.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.02	32.61	32.61	35.99	28.89	28.89	56.08	18.80	9.84	71.79	32.53	20.33
Movement LOS	E	C	C	D	C	C	E	B	A	E	C	C
d_A, Approach Delay [s/veh]	47.24			29.63			23.47			32.55		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	28.72											
Intersection LOS	C											
Intersection V/C	0.773											

Emissions

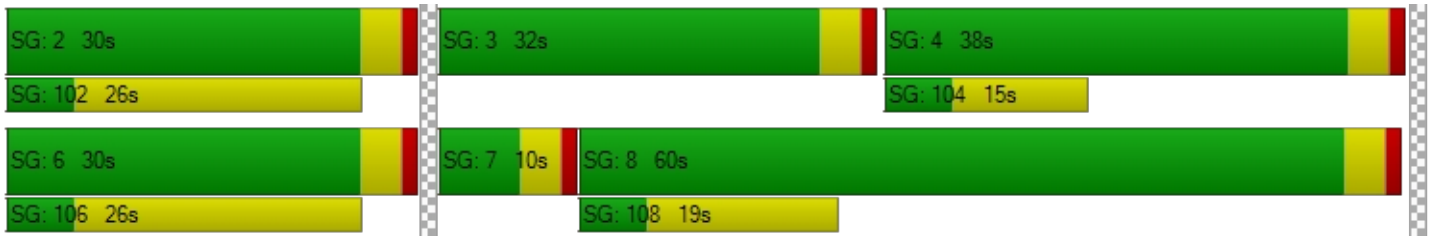
Vehicle Miles Traveled [mph]	99.19	73.03	2.42	20.79	47.90	230.70	35.48	0.33	97.27	0.90
Stops [stops/h]	315.20	161.11	8.00	59.29	416.49	1188.74	101.28	5.76	927.29	5.68
Fuel consumption [US gal/h]	10.10	5.63	0.24	1.83	11.49	30.23	3.08	0.14	22.72	0.15
CO [g/h]	705.77	393.21	16.67	128.09	802.99	2112.75	215.44	9.88	1588.20	10.28
NOx [g/h]	137.32	76.50	3.24	24.92	156.23	411.07	41.92	1.92	309.01	2.00
VOC [g/h]	163.57	91.13	3.86	29.69	186.10	489.65	49.93	2.29	368.08	2.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.443	2.282	4.024	3.258
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	1120	680
d_b, Bicycle Delay [s]	27.38	27.38	9.68	21.78
l_b,int, Bicycle LOS Score for Intersection	2.401	1.738	3.832	2.554
Bicycle LOS	B	A	D	B

Sequence

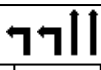
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	37.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.424

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	100	0	354	0	0	0	50	581	0	0	257	269
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	256	0	0	0	0	0	0	0	0	128
Total Hourly Volume [veh/h]	229	31	766	0	0	0	97	974	0	0	592	385
Peak Hour Factor	0.8478	0.8478	0.8478	1.0000	1.0000	1.0000	0.8478	0.8478	1.0000	1.0000	0.8478	0.8478
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	9	226	0	0	0	29	287	0	0	175	114
Total Analysis Volume [veh/h]	270	37	903	0	0	0	114	1149	0	0	698	454
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	73	0	0	0	0	5	39	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	76	0	0	0	0	9	44	0	0	35	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	120	120	120		120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	70	70	70		5	42	33	33
g / C, Green / Cycle	0.58	0.58	0.58		0.04	0.35	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.08	0.08	0.11		0.03	0.32	0.19	0.28
s, saturation flow rate [veh/h]	1810	1831	8500		3514	3618	3618	1615
c, Capacity [veh/h]	1052	1064	4940		146	1274	1003	448
d1, Uniform Delay [s]	11.50	11.49	11.78		56.95	36.90	38.84	43.37
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.29	0.08		8.60	2.65	0.88	46.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.14	0.18		0.78	0.90	0.70	1.01
d, Delay for Lane Group [s/veh]	11.79	11.78	11.86		65.55	39.54	39.72	89.51
Lane Group LOS	B	B	B		E	D	D	F
Critical Lane Group	No	No	Yes		No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.94	1.94	11.31		1.85	15.64	9.29	18.87
50th-Percentile Queue Length [ft/ln]	48.62	48.55	282.83		46.17	390.97	232.27	471.69
95th-Percentile Queue Length [veh/ln]	3.50	3.50	16.83		3.32	22.12	14.29	26.22
95th-Percentile Queue Length [ft/ln]	87.52	87.38	420.73		83.10	553.11	357.24	655.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.79	11.78	11.86	0.00	0.00	0.00	65.55	39.54	0.00	0.00	39.72	89.51
Movement LOS	B	B	B				E	D			D	F
d_A, Approach Delay [s/veh]	11.84			0.00			41.89			59.34		
Approach LOS	B			A			D			E		
d_I, Intersection Delay [s/veh]	37.41											
Intersection LOS	D											
Intersection V/C	0.424											

Emissions

Vehicle Miles Traveled [mph]	22.98	22.98	135.20		16.39	165.15	81.74	53.17
Stops [stops/h]	58.35	58.26	339.39		110.80	938.32	557.44	566.03
Fuel consumption [US gal/h]	1.64	1.64	9.62		3.46	26.57	12.09	13.58
CO [g/h]	114.42	114.34	672.44		241.84	1857.46	844.87	949.53
NOx [g/h]	22.26	22.25	130.83		47.05	361.39	164.38	184.74
VOC [g/h]	26.52	26.50	155.84		56.05	430.49	195.81	220.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.194	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	0	667	517
d_b, Bicycle Delay [s]	9.60	60.00	26.67	33.00
l_b,int, Bicycle LOS Score for Intersection	3.979	4.132	2.602	2.616
Bicycle LOS	D	D	B	B

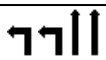
Sequence

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

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	187	4	37	0	218	29	130	295	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	32	496	0	100	0	103	50	174	183	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	35	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	32	700	4	105	0	341	61	316	505	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8617	0.8617	0.8617	1.0000	0.8328	0.8328	0.8983	0.8983	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	203	1	30	0	102	18	88	141	0
Total Analysis Volume [veh/h]	0	0	32	812	5	122	0	409	73	352	562	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		29	29	29	10	10	9	23
g / C, Green / Cycle		0.49	0.49	0.49	0.17	0.17	0.15	0.38
(v / s)_i Volume / Saturation Flow Rate		0.23	0.23	0.08	0.11	0.05	0.10	0.16
s, saturation flow rate [veh/h]		1810	1811	1615	3618	1615	3514	3618
c, Capacity [veh/h]		880	880	785	603	269	517	1376
d1, Uniform Delay [s]		10.23	10.23	8.57	23.49	21.82	24.25	13.63
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.76	1.76	0.42	1.35	0.54	1.58	0.19
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.46	0.46	0.16	0.68	0.27	0.68	0.41
d, Delay for Lane Group [s/veh]		11.99	11.98	8.99	24.84	22.36	25.83	13.83
Lane Group LOS		B	B	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		3.17	3.17	0.78	2.49	0.83	2.20	2.29
50th-Percentile Queue Length [ft/ln]		79.37	79.36	19.46	62.34	20.74	55.03	57.35
95th-Percentile Queue Length [veh/ln]		5.71	5.71	1.40	4.49	1.49	3.96	4.13
95th-Percentile Queue Length [ft/ln]		142.87	142.85	35.03	112.21	37.33	99.05	103.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.99	11.98	8.99	0.00	24.84	22.36	25.83	13.83	0.00
Movement LOS				B	B	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			11.60			24.47			18.45		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	16.94											
Intersection LOS	B											
Intersection V/C	0.439											

Emissions

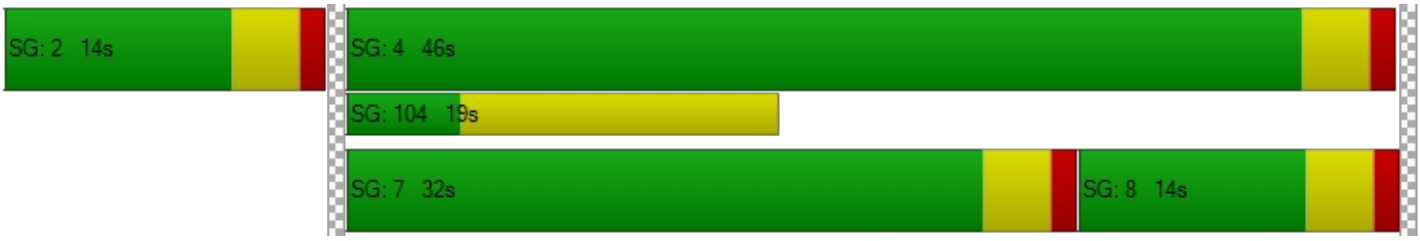
Vehicle Miles Traveled [mph]		27.38	27.39	8.18	46.56	8.31	50.59	80.78
Stops [stops/h]		190.50	190.46	46.71	299.22	49.77	264.13	275.28
Fuel consumption [US gal/h]		3.85	3.85	0.97	7.38	1.24	6.87	7.77
CO [g/h]		269.04	269.01	68.15	516.14	86.39	480.13	543.35
NOx [g/h]		52.35	52.34	13.26	100.42	16.81	93.42	105.72
VOC [g/h]		62.35	62.34	15.79	119.62	20.02	111.28	125.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.393		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333		333	1400
d_b, Bicycle Delay [s]	30.00	20.83		20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	3.167		1.975	2.314
Bicycle LOS	D	C		A	B

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.312

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	74	297	98	54	174	43	23	193	48	80	334	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	23	0	1	7	5	4	14	14	0	18	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	27	0	0	13	0	0	17	0	0	35
Total Hourly Volume [veh/h]	124	347	80	60	197	39	29	224	49	87	382	104
Peak Hour Factor	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	100	23	17	57	11	8	64	14	25	110	30
Total Analysis Volume [veh/h]	143	399	92	69	226	45	33	258	56	100	439	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	9	26	0	9	26	0	5	22	0	7	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	14	30	0	9	26	0	10	27	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	44	44	4	40	40	3	10	10	6	13	13
g / C, Green / Cycle	0.10	0.55	0.55	0.05	0.51	0.51	0.03	0.13	0.13	0.07	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.13	0.04	0.07	0.07	0.02	0.07	0.03	0.06	0.12	0.07
s, saturation flow rate [veh/h]	1810	1900	1779	1810	1900	1793	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	179	1051	984	90	958	904	59	456	204	128	594	265
d1, Uniform Delay [s]	35.28	9.21	9.22	37.53	10.59	10.61	38.12	32.90	31.65	36.56	31.81	30.19
k, delay calibration	0.13	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.43	0.54	0.58	12.37	0.32	0.34	7.96	1.10	0.72	9.83	1.83	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.24	0.24	0.76	0.14	0.15	0.56	0.57	0.28	0.78	0.74	0.45
d, Delay for Lane Group [s/veh]	44.70	9.75	9.81	49.90	10.91	10.96	46.08	34.00	32.37	46.39	33.64	31.40
Lane Group LOS	D	A	A	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.02	2.01	1.91	1.57	1.19	1.16	0.73	2.27	0.96	2.16	3.90	2.04
50th-Percentile Queue Length [ft/ln]	75.61	50.17	47.66	39.25	29.71	28.90	18.34	56.86	24.04	53.96	97.58	50.90
95th-Percentile Queue Length [veh/ln]	5.44	3.61	3.43	2.83	2.14	2.08	1.32	4.09	1.73	3.88	7.03	3.66
95th-Percentile Queue Length [ft/ln]	136.09	90.31	85.78	70.65	53.47	52.02	33.01	102.34	43.27	97.12	175.65	91.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.70	9.77	9.81	49.90	10.93	10.96	46.08	34.00	32.37	46.39	33.64	31.40
Movement LOS	D	A	A	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	17.66			18.84			34.89			35.17		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	26.71											
Intersection LOS	C											
Intersection V/C	0.312											

Emissions

Vehicle Miles Traveled [mph]	71.66	126.60	119.45	34.54	68.97	66.68	16.70	130.58	28.34	16.63	72.99	19.95
Stops [stops/h]	136.09	90.31	85.78	70.65	53.47	52.02	33.01	204.68	43.27	97.12	351.30	91.62
Fuel consumption [US gal/h]	5.45	5.96	5.64	2.76	3.33	3.23	1.29	8.81	1.88	2.72	9.87	2.59
CO [g/h]	380.90	416.87	394.01	193.12	233.11	225.73	90.34	615.54	131.30	190.23	690.25	181.03
NOx [g/h]	74.11	81.11	76.66	37.57	45.35	43.92	17.58	119.76	25.55	37.01	134.30	35.22
VOC [g/h]	88.28	96.61	91.31	44.76	54.03	52.32	20.94	142.66	30.43	44.09	159.97	41.96

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.644	2.589	2.717	2.776
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	575
d_b, Bicycle Delay [s]	18.23	18.23	21.03	20.31
l_b,int, Bicycle LOS Score for Intersection	2.105	1.851	1.860	2.132
Bicycle LOS	B	A	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	46.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	91	634	50	62	407	16	13	205	96	107	342	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	103	401	0	0	496	53	75	32	69	26	41	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	18	0	0	44	0	0	28
Total Hourly Volume [veh/h]	202	1092	37	68	940	52	89	255	130	143	414	84
Peak Hour Factor	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	350	12	22	301	17	29	82	42	46	133	27
Total Analysis Volume [veh/h]	259	1400	47	87	1205	67	114	327	167	183	531	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	47	0	6	39	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	30	0	14	32	0	9	30	0	16	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	45	45	6	43	43	5	12	12	11	18	18
g / C, Green / Cycle	0.09	0.51	0.51	0.06	0.48	0.48	0.06	0.13	0.13	0.12	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.14	0.27	0.03	0.05	0.33	0.04	0.06	0.09	0.10	0.10	0.15	0.07
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	161	2611	815	113	1730	772	101	487	217	218	722	322
d1, Uniform Delay [s]	41.00	15.15	11.38	41.53	18.37	12.78	42.50	37.06	37.59	38.72	33.80	30.90
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.35	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	293.77	0.79	0.14	10.28	2.35	0.22	115.73	1.62	5.64	15.93	1.48	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.61	0.54	0.06	0.77	0.70	0.09	1.13	0.67	0.77	0.84	0.74	0.34
d, Delay for Lane Group [s/veh]	334.77	15.94	11.52	51.82	20.71	13.00	158.23	38.67	43.23	54.65	35.28	31.51
Lane Group LOS	F	B	B	D	C	B	F	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.52	5.82	0.46	2.14	9.11	0.71	5.37	3.36	3.71	4.85	5.48	2.04
50th-Percentile Queue Length [ft/ln]	412.94	145.50	11.41	53.51	227.77	17.72	134.14	84.01	92.73	121.36	137.10	50.97
95th-Percentile Queue Length [veh/ln]	26.72	9.78	0.82	3.85	14.06	1.28	9.49	6.05	6.68	8.47	9.32	3.67
95th-Percentile Queue Length [ft/ln]	668.05	244.41	20.54	96.32	351.53	31.89	237.32	151.23	166.92	211.69	233.11	91.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	334.77	15.94	11.52	51.82	20.71	13.00	158.23	38.67	43.23	54.65	35.28	31.51
Movement LOS	F	B	B	D	C	B	F	D	D	D	D	C
d_A, Approach Delay [s/veh]	64.22			22.33			62.34			39.09		
Approach LOS	E			C			E			D		
d_I, Intersection Delay [s/veh]	46.71											
Intersection LOS	D											
Intersection V/C	0.686											

Emissions

Vehicle Miles Traveled [mph]	13.86	74.94	2.52	38.33	530.95	29.52	11.01	31.57	16.12	92.62	268.75	54.66
Stops [stops/h]	660.70	698.39	18.26	85.62	728.87	28.35	214.62	268.85	148.37	194.17	438.70	81.55
Fuel consumption [US gal/h]	26.33	15.79	0.42	3.30	32.34	1.54	6.72	7.00	3.87	6.92	17.30	3.39
CO [g/h]	1840.54	1103.99	29.60	230.38	2260.70	107.77	469.45	489.17	270.27	483.75	1209.20	237.19
NOx [g/h]	358.10	214.80	5.76	44.82	439.85	20.97	91.34	95.17	52.58	94.12	235.27	46.15
VOC [g/h]	426.56	255.86	6.86	53.39	523.94	24.98	108.80	113.37	62.64	112.11	280.24	54.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.352	3.253	2.889	2.709
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	622	578	733
d_b, Bicycle Delay [s]	22.76	21.36	22.76	18.05
l_b,int, Bicycle LOS Score for Intersection	2.505	2.696	2.098	2.261
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	85.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	55	0	20	7	0	13	11	301	0	0	367	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	57	0	51	81	33	14	44	0	0	39	52
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	57	22	59	81	47	26	372	0	0	439	84
Peak Hour Factor	1.0000	1.0000	1.0000	0.7917	1.0000	0.7917	0.6689	0.6689	0.6689	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	14	6	19	20	15	10	139	0	0	140	27
Total Analysis Volume [veh/h]	60	57	22	75	81	59	39	556	0	0	561	107
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.60	0.37	0.03	0.63	0.48	0.09	0.04	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	85.54	39.59	21.39	75.50	44.53	28.41	9.03	0.00	0.00	8.51	0.00	0.00
Movement LOS	F	E	C	F	E	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.88	1.77	1.77	3.19	3.22	3.22	0.13	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	72.11	44.17	44.17	79.86	80.55	80.55	3.27	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	56.54			50.91			0.59			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	11.85											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	206	60	1	84	149	294
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	4	77	12	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	320	65	5	169	174	332
Peak Hour Factor	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	19	1	50	52	99
Total Analysis Volume [veh/h]	381	77	6	201	207	395
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	497	592	440	469	469	516	516	576
Degree of Utilization, x	0.77	0.13	0.01	0.21	0.21	0.20	0.20	0.69

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	6.73	0.44	0.04	0.81	0.81	0.74	0.74	5.30
95th-Percentile Queue Length [ft]	168.19	11.12	1.04	20.13	20.13	18.53	18.53	132.59
Approach Delay [s/veh]	26.52		12.43			18.02		
Approach LOS	D		B			C		
Intersection Delay [s/veh]	20.17							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	155	3	78	43	121	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	24	63	114	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	27	0	0	0	101
Total Hourly Volume [veh/h]	258	0	148	161	132	0
Peak Hour Factor	0.6058	0.6058	0.6058	0.6058	0.6058	0.6058
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	0	61	66	54	0
Total Analysis Volume [veh/h]	426	0	244	266	218	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	23	37	15	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	20	34	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	33	33	33	33	33	33
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	6	20	5	5
g / C, Green / Cycle	0.29	0.29	0.18	0.60	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.12	0.00	0.13	0.07	0.12	0.00
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	1063	474	333	2162	295	264
d1, Uniform Delay [s]	9.45	0.00	12.87	2.92	13.31	0.00
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.24	0.00	3.11	0.03	3.59	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.00	0.73	0.12	0.74	0.00
d, Delay for Lane Group [s/veh]	9.70	0.00	15.97	2.95	16.91	0.00
Lane Group LOS	A	A	B	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.75	0.00	1.41	0.03	1.50	0.00
50th-Percentile Queue Length [ft/ln]	18.79	0.00	35.37	0.76	37.55	0.00
95th-Percentile Queue Length [veh/ln]	1.35	0.00	2.55	0.05	2.70	0.00
95th-Percentile Queue Length [ft/ln]	33.81	0.00	63.67	1.36	67.59	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.70	0.00	15.97	2.95	16.91	0.00
Movement LOS	A	A	B	A	B	A
d_A, Approach Delay [s/veh]	9.70		9.18		16.91	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	10.83					
Intersection LOS	B					
Intersection V/C	0.373					

Emissions

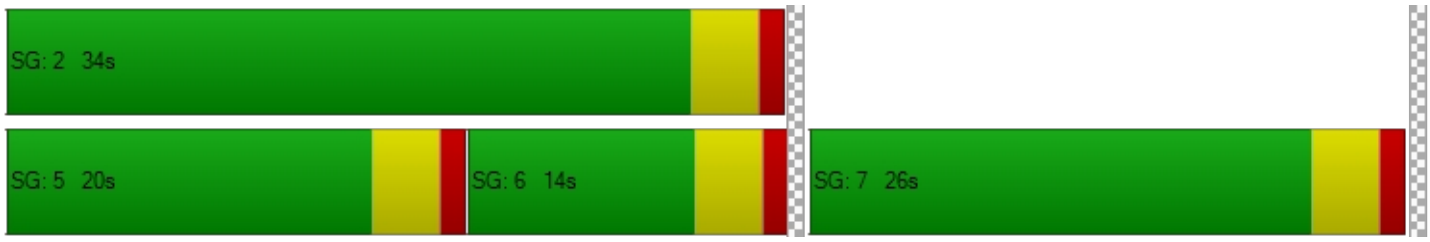
Vehicle Miles Traveled [mph]	61.34	0.00	44.96	49.01	14.91	0.00
Stops [stops/h]	162.39	0.00	152.87	6.54	162.30	0.00
Fuel consumption [US gal/h]	4.96	0.00	4.24	1.92	2.26	0.00
CO [g/h]	346.90	0.00	296.03	134.28	158.01	0.00
NOx [g/h]	67.49	0.00	57.60	26.13	30.74	0.00
VOC [g/h]	80.40	0.00	68.61	31.12	36.62	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	1801	1321
d_b, Bicycle Delay [s]	8.16	0.17	1.92
l_b,int, Bicycle LOS Score for Intersection	1.933	1.980	1.560
Bicycle LOS	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	66	231	22	54	200	68	56	89	42	36	147	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	61	0	0	21	0	0	12	9	0	11	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	313	22	59	239	74	61	109	55	39	171	73
Peak Hour Factor	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	93	7	17	71	22	18	32	16	12	51	22
Total Analysis Volume [veh/h]	115	370	26	70	283	87	72	129	65	46	202	86
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	486	519	526	482	514	538	514	565	489	520	572
Degree of Utilization, x	0.24	0.38	0.38	0.15	0.36	0.34	0.14	0.34	0.09	0.39	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.91	1.77	1.74	0.51	1.62	1.52	0.48	1.52	0.31	1.82	0.53
95th-Percentile Queue Length [ft]	22.83	44.34	43.52	12.63	40.57	38.02	12.11	38.02	7.75	45.53	13.16
Approach Delay [s/veh]	13.45			12.94			11.96		12.53		
Approach LOS	B			B			B		B		
Intersection Delay [s/veh]	12.85										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	32	621	138	14	612	12	21	4	18	211	4	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	690	0	21	699	2	1	0	10	0	6	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	150	0	0	15	0	0	30	0	0	82
Total Hourly Volume [veh/h]	43	1367	0	36	1366	0	24	4	0	230	10	0
Peak Hour Factor	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	363	0	10	363	0	6	1	0	61	3	0
Total Analysis Volume [veh/h]	46	1452	0	38	1451	0	25	4	0	244	11	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	37	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	50	50	43	43	43	5	13	13	13
g / C, Green / Cycle	0.04	0.63	0.63	0.54	0.54	0.54	0.06	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.26	0.26	0.10	0.28	0.00	0.02	0.13	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	372	5176	1615	1821	1810	1900	1615
c, Capacity [veh/h]	73	2269	1192	226	2779	867	109	295	309	263
d1, Uniform Delay [s]	37.80	7.54	7.54	17.92	11.92	0.00	35.92	32.41	28.20	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.60	0.57	1.09	1.60	0.71	0.00	1.29	5.92	0.05	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.42	0.42	0.17	0.52	0.00	0.27	0.83	0.04	0.00
d, Delay for Lane Group [s/veh]	46.39	8.11	8.63	19.52	12.62	0.00	37.21	38.33	28.25	0.00
Lane Group LOS	D	A	A	B	B	A	D	D	C	A
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.05	3.66	4.01	0.55	4.69	0.00	0.58	4.98	0.18	0.00
50th-Percentile Queue Length [ft/ln]	26.13	91.44	100.31	13.63	117.22	0.00	14.41	124.61	4.51	0.00
95th-Percentile Queue Length [veh/ln]	1.88	6.58	7.22	0.98	8.24	0.00	1.04	8.65	0.32	0.00
95th-Percentile Queue Length [ft/ln]	47.03	164.60	180.57	24.54	206.00	0.00	25.94	216.14	8.12	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.39	8.29	8.63	19.52	12.62	0.00	37.21	37.21	37.21	38.33	28.25	0.00
Movement LOS	D	A	A	B	B	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	9.46			12.80			37.21			37.89		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	13.44											
Intersection LOS	B											
Intersection V/C	0.457											

Emissions

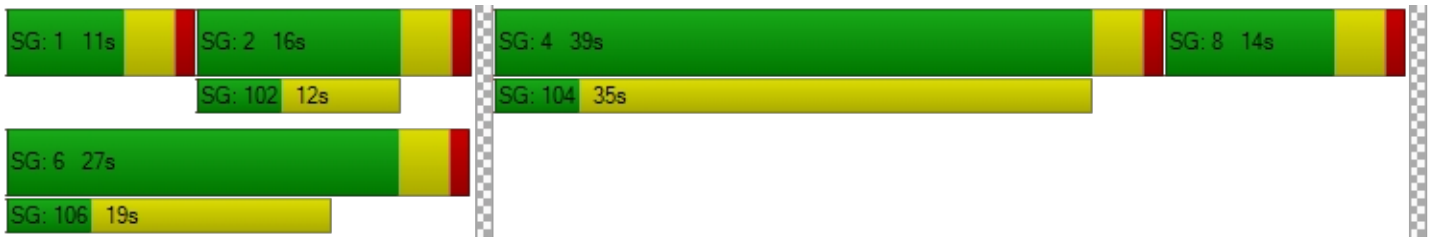
Vehicle Miles Traveled [mph]	22.96	475.12	249.54	3.68	140.39	0.00	2.31	123.27	5.56	0.00
Stops [stops/h]	47.03	329.19	180.57	24.54	633.00	0.00	25.94	224.29	8.12	0.00
Fuel consumption [US gal/h]	1.64	22.95	12.15	0.58	16.41	0.00	0.42	8.31	0.34	0.00
CO [g/h]	114.58	1604.16	849.15	40.68	1147.10	0.00	29.57	580.63	24.07	0.00
NOx [g/h]	22.29	312.11	165.21	7.92	223.18	0.00	5.75	112.97	4.68	0.00
VOC [g/h]	26.55	371.78	196.80	9.43	265.85	0.00	6.85	134.57	5.58	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.302	1.806	2.405
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.466	2.387	1.657	2.116
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	40.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	16	13	61	4	0	80	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	54	0	0	66	0	0	13	0	0	37
Total Hourly Volume [veh/h]	95	102	163	130	123	196	134	523	40	189	732	112
Peak Hour Factor	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	36	57	46	43	69	47	184	14	67	258	39
Total Analysis Volume [veh/h]	134	144	230	183	173	276	189	736	56	266	1031	158
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	18	35	0	14	31	0	19	26	0	29	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	34	0	16	35	0	15	28	0	22	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	31	12	34	34	11	25	25	17	30	30
g / C, Green / Cycle	0.09	0.31	0.12	0.34	0.34	0.11	0.25	0.25	0.17	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.07	0.22	0.10	0.09	0.17	0.10	0.20	0.03	0.15	0.28	0.10
s, saturation flow rate [veh/h]	1810	1714	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	166	528	214	636	540	199	898	401	299	1099	490
d1, Uniform Delay [s]	44.54	30.65	43.22	24.36	26.70	44.22	35.46	29.26	40.83	33.90	26.87
k, delay calibration	0.11	0.50	0.21	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.89	7.84	16.51	1.06	3.43	19.69	1.92	0.16	8.84	4.62	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.71	0.85	0.27	0.51	0.95	0.82	0.14	0.89	0.94	0.32
d, Delay for Lane Group [s/veh]	53.44	38.49	59.73	25.41	30.13	63.91	37.38	29.42	49.68	38.53	27.25
Lane Group LOS	D	D	E	C	C	E	D	C	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.68	9.07	5.43	3.20	5.78	5.46	8.03	1.00	6.71	11.75	2.73
50th-Percentile Queue Length [ft/ln]	91.96	226.87	135.69	79.89	144.44	136.44	200.63	24.88	167.84	293.83	68.37
95th-Percentile Queue Length [veh/ln]	6.62	14.02	9.25	5.75	9.72	9.29	12.67	1.79	10.96	17.38	4.92
95th-Percentile Queue Length [ft/ln]	165.52	350.38	231.20	143.81	242.99	232.22	316.78	44.79	274.07	434.39	123.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.44	38.49	38.49	59.73	25.41	30.13	63.91	37.38	29.42	49.68	38.53	27.25
Movement LOS	D	D	D	E	C	C	E	D	C	D	D	C
d_A, Approach Delay [s/veh]	42.43			37.41			42.04			39.34		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	40.18											
Intersection LOS	D											
Intersection V/C	0.709											

Emissions

Vehicle Miles Traveled [mph]	18.80	52.46	25.47	24.08	38.42	94.58	368.32	28.02	69.49	269.33	41.27
Stops [stops/h]	132.42	326.69	195.39	115.04	207.99	196.47	577.83	35.83	241.68	846.23	98.46
Fuel consumption [US gal/h]	2.81	6.54	4.12	2.42	4.22	9.27	28.65	1.94	9.50	32.81	4.09
CO [g/h]	196.44	457.27	287.92	169.08	294.82	648.06	2002.81	135.48	664.23	2293.48	285.58
NOx [g/h]	38.22	88.97	56.02	32.90	57.36	126.09	389.67	26.36	129.23	446.23	55.56
VOC [g/h]	45.53	105.98	66.73	39.19	68.33	150.19	464.17	31.40	153.94	531.54	66.19

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.313	2.481	3.223	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	620	480	620
d_b, Bicycle Delay [s]	24.50	23.81	28.88	23.81
l_b,int, Bicycle LOS Score for Intersection	2.487	2.711	2.380	2.791
Bicycle LOS	B	B	B	C

Sequence

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

Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	95	228	136	25	238	75	77	416	109	212	782	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	33	0	14	16	0	23	65	3	0	70	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	37	0	0	21	0	0	31	0	0	16
Total Hourly Volume [veh/h]	110	282	111	41	275	61	107	518	91	231	922	49
Peak Hour Factor	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	78	31	11	76	17	30	143	25	64	255	14
Total Analysis Volume [veh/h]	122	312	123	45	304	67	118	572	101	255	1019	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	6	22	0	14	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	13	26	0	18	31	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	6	17	17	12	23	23
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.08	0.25	0.25	0.17	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.12	0.16	0.08	0.24	0.07	0.16	0.06	0.14	0.28	0.03
s, saturation flow rate [veh/h]	1027	1900	1615	1711	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	271	787	669	766	156	893	399	303	1188	530
d1, Uniform Delay [s]	20.23	14.36	13.00	15.53	31.28	23.58	21.18	28.25	21.98	16.34
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.33	1.49	0.60	2.76	7.37	0.77	0.33	10.95	1.92	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.40	0.18	0.54	0.76	0.64	0.25	0.84	0.86	0.10
d, Delay for Lane Group [s/veh]	25.56	15.86	13.60	18.29	38.65	24.35	21.51	39.19	23.90	16.42
Lane Group LOS	C	B	B	B	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.99	3.24	1.15	4.77	2.14	3.94	1.26	4.74	7.21	0.56
50th-Percentile Queue Length [ft/ln]	49.63	80.95	28.77	119.36	53.58	98.51	31.40	118.49	180.36	13.89
95th-Percentile Queue Length [veh/ln]	3.57	5.83	2.07	8.36	3.86	7.09	2.26	8.31	11.62	1.00
95th-Percentile Queue Length [ft/ln]	89.33	145.71	51.79	208.94	96.45	177.33	56.52	207.75	290.48	25.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.56	15.86	13.60	18.29	18.29	18.29	38.65	24.35	21.51	39.19	23.90	16.42
Movement LOS	C	B	B	B	B	B	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	17.48			18.29			26.12			26.54		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	23.69											
Intersection LOS	C											
Intersection V/C	0.590											

Emissions

Vehicle Miles Traveled [mph]	46.10	117.88	46.47	209.01	59.70	289.38	51.10	127.61	509.95	27.02
Stops [stops/h]	102.09	166.52	59.18	245.53	110.22	405.32	64.59	243.75	742.05	28.57
Fuel consumption [US gal/h]	3.48	7.12	2.67	11.77	4.15	17.18	2.91	9.00	30.51	1.43
CO [g/h]	243.53	497.56	186.59	822.39	290.03	1201.02	203.19	629.07	2132.87	99.90
NOx [g/h]	47.38	96.81	36.30	160.01	56.43	233.67	39.53	122.39	414.98	19.44
VOC [g/h]	56.44	115.31	43.24	190.60	67.22	278.35	47.09	145.79	494.31	23.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.717	2.419	3.104	2.988
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	771
d_b, Bicycle Delay [s]	16.46	16.46	16.46	13.21
l_b,int, Bicycle LOS Score for Intersection	2.540	2.281	2.238	2.668
Bicycle LOS	B	B	B	B

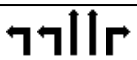
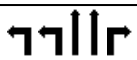
Sequence

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

Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	71.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	435	1	21	497	191	239	69	2	2	51	23
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	58	0	0	96	0	0	27	0	0	51
Total Hourly Volume [veh/h]	228	991	175	186	905	288	506	619	82	281	724	151
Peak Hour Factor	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	294	52	55	268	85	150	184	24	83	215	45
Total Analysis Volume [veh/h]	270	1175	208	221	1073	342	600	734	97	333	859	179
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	17	43	0	8	34	0	14	32	0	21	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	48	0	12	36	0	17	36	0	24	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	51	51	8	40	40	13	31	31	14	32	32
g / C, Green / Cycle	0.16	0.43	0.43	0.07	0.33	0.33	0.11	0.26	0.26	0.11	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.13	0.06	0.30	0.12	0.17	0.20	0.06	0.09	0.24	0.11
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	296	1544	689	234	1194	943	381	934	417	404	958	428
d1, Uniform Delay [s]	49.33	29.19	22.62	55.77	38.30	30.60	53.50	41.43	35.13	51.91	42.53	36.48
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.22	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.65	3.59	1.12	16.70	10.84	1.08	264.75	1.51	0.28	4.28	3.29	0.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.76	0.30	0.94	0.90	0.36	1.58	0.79	0.23	0.82	0.90	0.42
d, Delay for Lane Group [s/veh]	75.98	32.78	23.74	72.48	49.13	31.68	318.25	42.94	35.42	56.19	45.83	37.13
Lane Group LOS	E	C	C	E	D	C	F	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.91	14.28	3.92	3.79	16.11	3.79	19.63	10.04	2.24	5.06	12.37	4.34
50th-Percentile Queue Length [ft/ln]	247.71	357.08	98.08	94.79	402.66	94.65	490.78	251.00	55.98	126.38	309.16	108.52
95th-Percentile Queue Length [veh/ln]	15.07	20.48	7.06	6.82	22.69	6.81	31.25	15.24	4.03	8.74	18.13	7.76
95th-Percentile Queue Length [ft/ln]	376.77	512.03	176.54	170.62	567.21	170.37	781.36	380.92	100.77	218.57	453.34	193.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.98	32.78	23.74	72.48	49.13	31.68	318.25	42.94	35.42	56.19	45.83	37.13
Movement LOS	E	C	C	E	D	C	F	D	D	E	D	D
d_A, Approach Delay [s/veh]	38.70			48.64			157.86			47.21		
Approach LOS	D			D			F			D		
d_I, Intersection Delay [s/veh]	71.28											
Intersection LOS	E											
Intersection V/C	0.854											

Emissions

Vehicle Miles Traveled [mph]	101.65	442.36	78.31	110.30	535.51	170.68	133.64	163.48	21.60	168.47	434.58	90.56
Stops [stops/h]	297.25	856.99	117.70	227.49	966.39	227.16	1177.86	602.41	67.18	303.31	741.99	130.23
Fuel consumption [US gal/h]	11.35	33.65	5.15	9.87	41.10	10.88	55.21	18.19	2.13	12.82	30.87	5.88
CO [g/h]	793.69	2352.48	360.16	689.79	2872.86	760.50	3859.04	1271.26	149.09	896.22	2157.54	410.70
NOx [g/h]	154.42	457.71	70.07	134.21	558.95	147.97	750.83	247.34	29.01	174.37	419.78	79.91
VOC [g/h]	183.94	545.21	83.47	159.87	665.81	176.25	894.37	294.63	34.55	207.71	500.03	95.18

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.341	3.608	3.271	3.173
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	533	533	650
d_b, Bicycle Delay [s]	24.07	32.27	32.27	27.34
l_b,int, Bicycle LOS Score for Intersection	2.971	2.989	2.762	2.733
Bicycle LOS	C	C	C	B

Sequence

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

Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.897

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	148	0	1107	942	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0900	1.0000	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	524	413	24
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	215	0	1731	1440	101
Peak Hour Factor	1.0000	0.8409	1.0000	0.7814	0.9648	0.9648
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	64	0	554	373	26
Total Analysis Volume [veh/h]	0	256	0	2215	1493	105
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.90	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	27.49	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	2.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	54.89	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	27.49		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.73					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	192	0	423	0	0	0	69	686	0	0	719	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	329	0	0	0	45	194	0	0	298	170
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	198	0	0	0	0	0	0	0	0	144
Total Hourly Volume [veh/h]	298	0	592	0	0	0	120	942	0	0	1082	431
Peak Hour Factor	0.8887	0.8887	0.8887	1.0000	1.0000	1.0000	0.8887	0.8887	1.0000	1.0000	0.8887	0.8887
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	0	167	0	0	0	34	265	0	0	304	121
Total Analysis Volume [veh/h]	335	0	666	0	0	0	135	1060	0	0	1217	485
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	7	50	0	0	39	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	25	0	0	0	0	11	45	0	0	34	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	70	70		70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26		7	36	26	26
g / C, Green / Cycle	0.37	0.37		0.09	0.52	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.19	0.23		0.07	0.29	0.24	0.30
s, saturation flow rate [veh/h]	1810	2859		1810	3618	5176	1615
c, Capacity [veh/h]	667	1054		171	1870	1890	590
d1, Uniform Delay [s]	17.11	18.18		31.01	11.56	18.44	20.16
k, delay calibration	0.50	0.50		0.17	0.11	0.11	0.12
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.69	2.88		11.98	0.27	0.37	3.20
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.63		0.79	0.57	0.64	0.82
d, Delay for Lane Group [s/veh]	19.80	21.06		42.99	11.83	18.81	23.36
Lane Group LOS	B	C		D	B	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.17	4.30		2.65	4.62	4.85	6.77
50th-Percentile Queue Length [ft/ln]	104.15	107.38		66.28	115.50	121.15	169.34
95th-Percentile Queue Length [veh/ln]	7.50	7.69		4.77	8.15	8.46	11.04
95th-Percentile Queue Length [ft/ln]	187.47	192.35		119.30	203.63	211.41	276.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.80	19.80	21.06	0.00	0.00	0.00	42.99	11.83	0.00	0.00	18.81	23.36
Movement LOS	B	B	C				D	B			B	C
d_A, Approach Delay [s/veh]	20.63			0.00			15.35			20.11		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	18.78											
Intersection LOS	B											
Intersection V/C	0.608											

Emissions

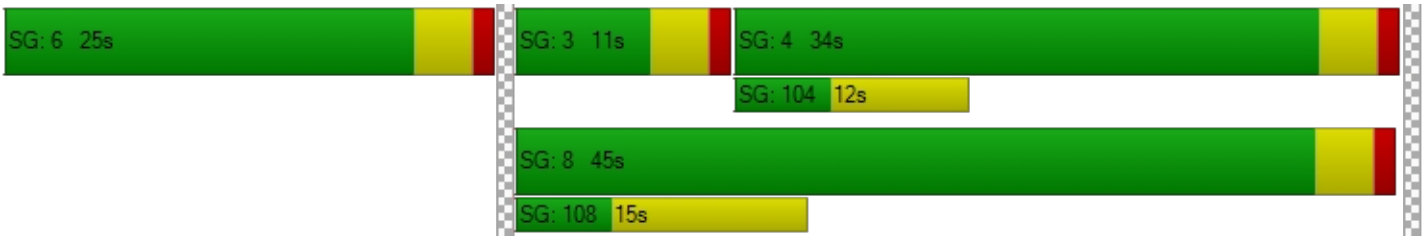
Vehicle Miles Traveled [mph]	58.23	115.76		11.18	87.82	66.89	26.66
Stops [stops/h]	214.25	441.78		136.35	475.21	747.69	348.35
Fuel consumption [US gal/h]	5.54	11.34		2.92	10.37	14.40	6.68
CO [g/h]	387.26	792.69		204.19	724.55	1006.53	467.11
NOx [g/h]	75.35	154.23		39.73	140.97	195.83	90.88
VOC [g/h]	89.75	183.71		47.32	167.92	233.27	108.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.730	2.076	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1171	857
d_b, Bicycle Delay [s]	17.15	35.00	6.01	11.43
l_b,int, Bicycle LOS Score for Intersection	3.538	4.132	2.545	2.575
Bicycle LOS	D	D	B	B

Sequence

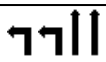
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	193	0	89	0	46	45	297	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	43	0	0	47	0	0	0
Total Hourly Volume [veh/h]	0	0	0	494	1	130	0	568	140	651	728	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8189	0.8189	0.8189	1.0000	0.7346	0.7346	0.9069	0.9069	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	151	0	40	0	193	48	179	201	0
Total Analysis Volume [veh/h]	0	0	0	603	1	159	0	773	191	718	803	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	28	0	10	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	18	0	28	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		13	13	13	19	19	16	39
g / C, Green / Cycle		0.22	0.22	0.22	0.32	0.32	0.26	0.65
(v / s)_i Volume / Saturation Flow Rate		0.17	0.17	0.10	0.25	0.27	0.20	0.22
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1776	3514	3618
c, Capacity [veh/h]		390	390	348	615	575	917	2356
d1, Uniform Delay [s]		22.16	22.16	20.48	18.39	18.84	20.60	4.69
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		13.93	13.92	4.27	2.24	3.36	1.51	0.09
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.77	0.77	0.46	0.78	0.84	0.78	0.34
d, Delay for Lane Group [s/veh]		36.09	36.08	24.75	20.63	22.20	22.11	4.78
Lane Group LOS		D	D	C	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.04	5.04	2.13	5.50	5.78	4.25	1.31
50th-Percentile Queue Length [ft/ln]		125.93	125.94	53.25	137.55	144.51	106.24	32.68
95th-Percentile Queue Length [veh/ln]		8.72	8.72	3.83	9.35	9.72	7.63	2.35
95th-Percentile Queue Length [ft/ln]		217.96	217.96	95.86	233.73	243.09	190.76	58.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	36.09	36.08	24.75	0.00	21.22	22.20	22.11	4.78	0.00
Movement LOS				D	D	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			33.72			21.41			12.96		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	20.35											
Intersection LOS	C											
Intersection V/C	0.643											

Emissions

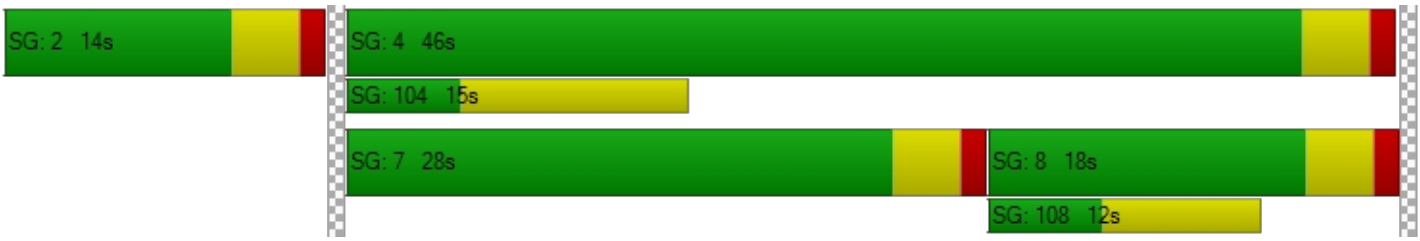
Vehicle Miles Traveled [mph]		26.11	26.11	13.75	127.75	127.75	59.48	66.53
Stops [stops/h]		302.24	302.25	127.81	330.13	346.83	509.94	156.85
Fuel consumption [US gal/h]		6.12	6.12	2.55	9.84	10.16	10.37	4.70
CO [g/h]		427.94	427.95	178.17	688.00	710.22	724.93	328.86
NOx [g/h]		83.26	83.26	34.67	133.86	138.18	141.05	63.98
VOC [g/h]		99.18	99.18	41.29	159.45	164.60	168.01	76.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.162	2.331	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	467	1400
d_b, Bicycle Delay [s]	30.00	20.83	17.63	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.890	2.394	2.814
Bicycle LOS	D	C	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	0	10	9	10	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	445	11	32	654	58	79	25	66	14	60	40
Peak Hour Factor	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	130	3	9	191	17	23	7	19	4	18	12
Total Analysis Volume [veh/h]	89	519	13	37	763	68	92	29	77	16	70	47
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	465	498	500	483	520	529	469	462
Degree of Utilization, x	0.19	0.53	0.53	0.08	0.80	0.79	0.42	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.70	3.11	3.08	0.25	7.58	7.28	2.06	1.18
95th-Percentile Queue Length [ft]	17.50	77.70	77.03	6.19	189.44	182.11	51.57	29.50
Approach Delay [s/veh]	17.05			30.15			16.15	13.92
Approach LOS	C			D			C	B
Intersection Delay [s/veh]	22.97							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1001	201	46	655	161	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	460	10	0	500	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	57	0	0	0	35
Total Hourly Volume [veh/h]	1551	172	50	1214	184	106
Peak Hour Factor	0.8199	0.8199	0.8199	0.8199	0.8199	0.8199
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	473	52	15	370	56	32
Total Analysis Volume [veh/h]	1892	210	61	1481	224	129
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	61	0	5	70	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	37	0	36	73	27	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	69	69	4	77	15	15
g / C, Green / Cycle	0.69	0.69	0.04	0.77	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.55	0.57	0.03	0.41	0.12	0.08
s, saturation flow rate [veh/h]	1900	1835	1810	3618	1810	1615
c, Capacity [veh/h]	1307	1263	82	2797	266	237
d1, Uniform Delay [s]	10.90	11.39	47.17	4.36	41.53	39.55
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.33	6.52	12.55	0.72	7.14	1.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.83	0.75	0.53	0.84	0.54
d, Delay for Lane Group [s/veh]	16.23	17.91	59.72	5.08	48.67	41.49
Lane Group LOS	B	B	E	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.91	14.80	1.74	3.71	5.91	3.08
50th-Percentile Queue Length [ft/ln]	347.65	370.08	43.38	92.73	147.65	76.94
95th-Percentile Queue Length [veh/ln]	20.02	21.11	3.12	6.68	9.89	5.54
95th-Percentile Queue Length [ft/ln]	500.54	527.83	78.08	166.91	247.29	138.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.98	17.91	59.72	5.08	48.67	41.49
Movement LOS	B	B	E	A	D	D
d_A, Approach Delay [s/veh]	17.07		7.24		46.05	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	15.84					
Intersection LOS	B					
Intersection V/C	0.730					

Emissions

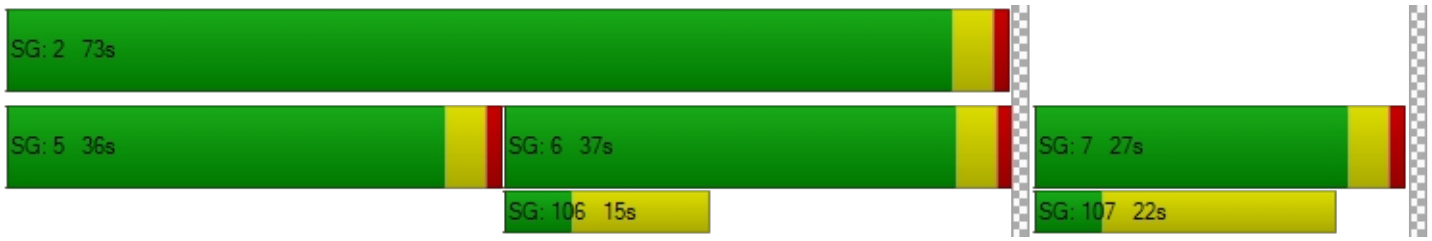
Vehicle Miles Traveled [mph]	456.33	456.33	22.96	557.56	112.44	64.75
Stops [stops/h]	500.61	532.92	62.47	267.05	212.62	110.80
Fuel consumption [US gal/h]	25.34	26.10	2.31	23.96	8.09	4.43
CO [g/h]	1771.06	1824.35	161.12	1675.00	565.51	309.38
NOx [g/h]	344.58	354.95	31.35	325.89	110.03	60.19
VOC [g/h]	410.46	422.81	37.34	388.20	131.06	71.70

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.359	2.191
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	1380	460
d_b, Bicycle Delay [s]	22.45	4.81	29.65
l_b,int, Bicycle LOS Score for Intersection	3.341	2.832	1.560
Bicycle LOS	C	C	A

Sequence

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



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	62	727	8	59	577	233	172	65	55	1	93	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	435	0	15	483	9	10	0	0	0	0	27
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	66	0	0	15	0	0	34
Total Hourly Volume [veh/h]	68	1227	7	79	1112	197	197	71	45	1	101	100
Peak Hour Factor	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	387	2	25	351	62	62	22	14	0	32	32
Total Analysis Volume [veh/h]	86	1549	9	100	1404	249	249	90	57	1	127	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	41	0	11	42	0	16	26	0	16	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	34	0	12	35	0	34	35	0	29	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	58	58	8	59	59	17	28	28	0	11	11
g / C, Green / Cycle	0.06	0.53	0.53	0.07	0.54	0.54	0.16	0.25	0.25	0.00	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.05	0.43	0.01	0.06	0.39	0.15	0.14	0.05	0.04	0.00	0.07	0.08
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	109	1911	853	125	1943	867	284	483	410	6	190	162
d1, Uniform Delay [s]	50.98	21.41	12.31	50.44	19.26	13.94	45.32	32.13	31.73	54.69	47.73	48.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.72	3.86	0.02	10.96	2.37	0.83	8.43	0.18	0.15	14.15	4.00	7.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.81	0.01	0.80	0.72	0.29	0.88	0.19	0.14	0.18	0.67	0.78
d, Delay for Lane Group [s/veh]	62.70	25.27	12.33	61.40	21.63	14.77	53.75	32.32	31.88	68.84	51.74	56.19
Lane Group LOS	E	C	B	E	C	B	D	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.63	15.70	0.10	3.01	12.76	3.31	7.07	1.84	1.15	0.05	3.47	3.63
50th-Percentile Queue Length [ft/ln]	65.65	392.51	2.59	75.36	319.02	82.78	176.86	46.01	28.82	1.23	86.75	90.64
95th-Percentile Queue Length [veh/ln]	4.73	22.20	0.19	5.43	18.62	5.96	11.44	3.31	2.08	0.09	6.25	6.53
95th-Percentile Queue Length [ft/ln]	118.18	554.97	4.65	135.65	465.48	149.01	285.91	82.82	51.88	2.22	156.15	163.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.70	25.27	12.33	61.40	21.63	14.77	53.75	32.32	31.88	68.84	51.74	56.19
Movement LOS	E	C	B	E	C	B	D	C	C	E	D	E
d_A, Approach Delay [s/veh]	27.15			22.93			45.73			54.01		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	28.83											
Intersection LOS	C											
Intersection V/C	0.699											

Emissions

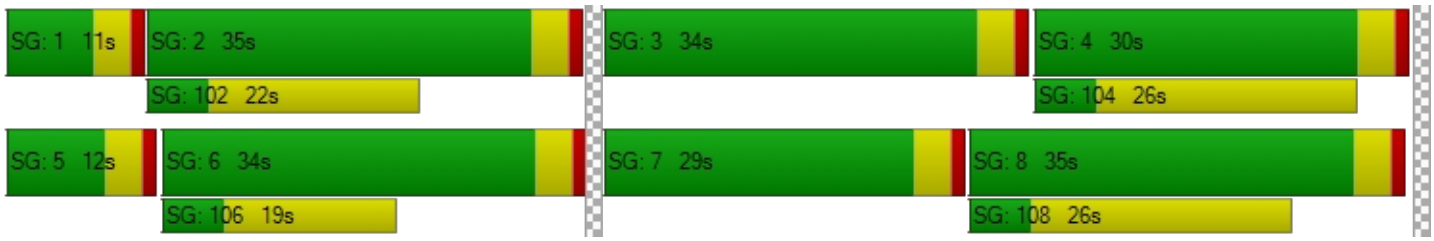
Vehicle Miles Traveled [mph]	24.87	447.96	2.60	19.20	269.60	47.81	28.06	10.14	6.42	0.13	16.03	15.91
Stops [stops/h]	85.95	1027.67	3.38	98.66	835.24	108.37	231.52	60.23	37.73	1.61	113.56	118.66
Fuel consumption [US gal/h]	3.02	36.10	0.15	3.13	25.81	3.73	6.56	1.69	1.06	0.04	3.30	3.46
CO [g/h]	210.98	2523.20	10.76	219.08	1803.92	261.06	458.81	118.02	74.04	2.68	230.57	241.94
NOx [g/h]	41.05	490.92	2.09	42.62	350.98	50.79	89.27	22.96	14.40	0.52	44.86	47.07
VOC [g/h]	48.90	584.78	2.49	50.77	418.08	60.50	106.33	27.35	17.16	0.62	53.44	56.07

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.228	3.479	2.607	2.369
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	564	564	473
d_b, Bicycle Delay [s]	29.09	28.37	28.37	32.07
l_b,int, Bicycle LOS Score for Intersection	2.918	3.060	2.238	1.797
Bicycle LOS	C	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	32.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	50	195	85	16	57	38	101	876	57	28	1438	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	6	21	0	8	5	1	276	8	36	383	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	29	0	0	12	0	0	18	0	0	30
Total Hourly Volume [veh/h]	61	219	85	17	70	34	111	1231	52	67	1950	90
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	60	23	5	19	9	30	335	14	18	530	24
Total Analysis Volume [veh/h]	66	238	92	18	76	37	121	1340	57	73	2122	98
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	9	56	0	8	55	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	39	0	11	36	0	17	58	0	12	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	40	40	2	36	36	10	56	56	6	52	52
g / C, Green / Cycle	0.05	0.33	0.33	0.02	0.30	0.30	0.08	0.46	0.46	0.05	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.04	0.09	0.09	0.01	0.02	0.02	0.07	0.26	0.04	0.04	0.41	0.06
s, saturation flow rate [veh/h]	1810	1900	1725	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	86	632	573	35	1101	491	148	2398	748	94	2244	700
d1, Uniform Delay [s]	56.52	29.37	29.47	58.31	29.67	29.73	54.23	23.31	17.91	56.22	32.64	20.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.52	1.05	1.21	11.59	0.12	0.30	12.91	0.21	0.04	12.99	2.72	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.27	0.28	0.52	0.07	0.08	0.82	0.56	0.08	0.78	0.95	0.14
d, Delay for Lane Group [s/veh]	70.03	30.42	30.67	69.90	29.79	30.02	67.14	23.52	17.95	69.21	35.36	20.59
Lane Group LOS	E	C	C	E	C	C	E	C	B	E	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.25	3.68	3.48	0.64	0.78	0.78	3.98	8.39	0.83	2.44	18.36	1.57
50th-Percentile Queue Length [ft/ln]	56.32	92.03	87.11	16.03	19.52	19.61	99.45	209.79	20.68	60.92	459.00	39.15
95th-Percentile Queue Length [veh/ln]	4.05	6.63	6.27	1.15	1.41	1.41	7.16	13.14	1.49	4.39	25.39	2.82
95th-Percentile Queue Length [ft/ln]	101.37	165.65	156.79	28.85	35.14	35.30	179.01	328.56	37.22	109.65	634.68	70.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.03	30.49	30.67	69.90	29.79	30.02	67.14	23.52	17.95	69.21	35.36	20.59
Movement LOS	E	C	C	E	C	C	E	C	B	E	D	C
d_A, Approach Delay [s/veh]	37.12			35.37			26.79			35.81		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	32.76											
Intersection LOS	C											
Intersection V/C	0.579											

Emissions

Vehicle Miles Traveled [mph]	38.33	98.88	92.76	3.15	13.31	6.48	13.72	151.97	6.46	18.24	530.33	24.49
Stops [stops/h]	67.58	110.44	104.53	19.23	46.85	23.53	119.34	755.23	24.81	73.10	1652.39	46.98
Fuel consumption [US gal/h]	3.09	5.82	5.48	0.60	1.50	0.74	4.33	25.53	0.89	3.00	63.70	2.10
CO [g/h]	216.31	406.55	382.80	42.16	104.81	51.78	302.58	1784.21	61.89	209.43	4452.73	146.97
NOx [g/h]	42.09	79.10	74.48	8.20	20.39	10.07	58.87	347.14	12.04	40.75	866.34	28.60
VOC [g/h]	50.13	94.22	88.72	9.77	24.29	12.00	70.13	413.51	14.34	48.54	1031.96	34.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.546	2.639	3.639	3.633
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	900	817
d_b, Bicycle Delay [s]	30.10	32.27	18.15	21.00
l_b,int, Bicycle LOS Score for Intersection	1.910	1.678	2.404	2.837
Bicycle LOS	A	A	B	C

Sequence

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

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	55	354	10	9	104	21	15	115	50	12	154	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	52	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	6	0	0	14	0	0	1
Total Hourly Volume [veh/h]	60	418	8	10	165	17	16	125	41	13	168	2
Peak Hour Factor	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	144	3	3	57	6	6	43	14	4	58	1
Total Analysis Volume [veh/h]	83	577	11	14	228	23	22	173	57	18	232	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	25	0	5	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	29	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	2	10	10	2	10	10
g / C, Green / Cycle	0.06	0.63	0.63	0.02	0.59	0.59	0.02	0.13	0.13	0.02	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.16	0.01	0.07	0.07	0.01	0.06	0.06	0.01	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1888	1810	1900	1840	1810	1900	1744	1810	1900	1891
c, Capacity [veh/h]	109	1202	1194	31	1120	1085	44	246	226	38	239	238
d1, Uniform Delay [s]	37.02	6.40	6.40	38.92	7.22	7.23	38.54	32.32	32.42	38.73	32.59	32.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.36	0.49	0.49	9.58	0.20	0.22	8.37	1.44	1.71	8.96	1.57	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.25	0.25	0.45	0.11	0.11	0.50	0.48	0.50	0.48	0.49	0.49
d, Delay for Lane Group [s/veh]	47.38	6.89	6.89	48.51	7.43	7.45	46.90	33.75	34.13	47.69	34.15	34.17
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.82	1.76	1.75	0.34	0.81	0.80	0.52	2.13	2.07	0.43	2.15	2.15
50th-Percentile Queue Length [ft/ln]	45.52	44.00	43.77	8.54	20.33	20.10	12.91	53.24	51.65	10.83	53.79	53.71
95th-Percentile Queue Length [veh/ln]	3.28	3.17	3.15	0.61	1.46	1.45	0.93	3.83	3.72	0.78	3.87	3.87
95th-Percentile Queue Length [ft/ln]	81.94	79.21	78.79	15.37	36.59	36.17	23.24	95.82	92.97	19.50	96.83	96.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.38	6.89	6.89	48.51	7.44	7.45	46.90	33.87	34.13	47.69	34.16	34.17
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.90			9.61			35.07			35.12		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	19.61											
Intersection LOS	B											
Intersection V/C	0.238											

Emissions

Vehicle Miles Traveled [mph]	41.25	146.55	145.67	8.13	73.44	72.33	0.97	5.17	4.97	9.03	58.99	58.87
Stops [stops/h]	81.94	79.21	78.79	15.37	36.59	36.17	23.24	95.82	92.97	19.50	96.83	96.68
Fuel consumption [US gal/h]	3.23	6.42	6.38	0.61	3.16	3.12	0.42	1.72	1.67	0.67	3.79	3.79
CO [g/h]	225.99	448.85	446.25	42.50	221.11	217.93	29.48	120.44	116.83	46.51	265.21	264.73
NOx [g/h]	43.97	87.33	86.82	8.27	43.02	42.40	5.74	23.43	22.73	9.05	51.60	51.51
VOC [g/h]	52.37	104.03	103.42	9.85	51.24	50.51	6.83	27.91	27.08	10.78	61.46	61.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.590	2.560	2.454	2.400
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	625	625
d_b, Bicycle Delay [s]	18.23	21.03	18.91	18.91
l_b,int, Bicycle LOS Score for Intersection	2.116	1.783	1.779	1.769
Bicycle LOS	B	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	17	328	49	21	55	14	6	61	18	104	109	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	52	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	4	0	0	5	0	0	15
Total Hourly Volume [veh/h]	19	390	40	23	112	11	7	66	15	160	119	44
Peak Hour Factor	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	102	10	6	29	3	2	17	4	42	31	11
Total Analysis Volume [veh/h]	20	406	42	24	117	11	7	69	16	167	124	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	7	22	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	11	26	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	44	44	2	45	45	1	9	9	9	17	17
g / C, Green / Cycle	0.02	0.55	0.55	0.03	0.56	0.56	0.01	0.11	0.11	0.11	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.01	0.12	0.12	0.01	0.03	0.01	0.00	0.02	0.01	0.09	0.03	0.03
s, saturation flow rate [veh/h]	1810	1900	1838	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	41	1051	1017	47	2014	899	17	389	173	205	763	341
d1, Uniform Delay [s]	38.63	9.06	9.07	38.45	8.12	7.92	39.39	32.49	32.19	34.66	25.79	25.63
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.16	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.62	0.47	0.49	8.18	0.06	0.02	14.28	0.22	0.23	11.06	0.10	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.22	0.22	0.51	0.06	0.01	0.40	0.18	0.09	0.82	0.16	0.14
d, Delay for Lane Group [s/veh]	47.25	9.53	9.57	46.63	8.18	7.94	53.67	32.70	32.41	45.71	25.89	25.81
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.48	1.95	1.91	0.55	0.39	0.08	0.20	0.58	0.27	3.60	0.91	0.68
50th-Percentile Queue Length [ft/ln]	11.99	48.63	47.65	13.68	9.86	1.89	4.97	14.61	6.85	89.97	22.70	16.97
95th-Percentile Queue Length [veh/ln]	0.86	3.50	3.43	0.98	0.71	0.14	0.36	1.05	0.49	6.48	1.63	1.22
95th-Percentile Queue Length [ft/ln]	21.57	87.54	85.76	24.62	17.74	3.40	8.94	26.30	12.34	161.95	40.85	30.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.25	9.55	9.57	46.63	8.18	7.94	53.67	32.70	32.41	45.71	25.89	25.81
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.16			14.23			34.25			35.70		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	21.51											
Intersection LOS	C											
Intersection V/C	0.245											

Emissions

Vehicle Miles Traveled [mph]	10.04	113.85	111.13	11.93	58.15	5.47	1.17	11.52	2.67	71.89	53.38	19.80
Stops [stops/h]	21.57	87.54	85.76	24.62	35.49	3.40	8.94	52.60	12.34	161.95	81.71	30.54
Fuel consumption [US gal/h]	0.72	5.61	5.48	0.94	2.63	0.25	0.23	1.51	0.35	6.03	3.50	1.30
CO [g/h]	50.67	392.15	383.01	65.90	183.78	17.30	15.91	105.40	24.50	421.58	244.56	90.88
NOx [g/h]	9.86	76.30	74.52	12.82	35.76	3.37	3.10	20.51	4.77	82.02	47.58	17.68
VOC [g/h]	11.74	90.89	88.77	15.27	42.59	4.01	3.69	24.43	5.68	97.71	56.68	21.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.467	2.608	2.518	2.592
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	1.956	1.688	1.640	1.850
Bicycle LOS	A	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	69.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	342	0	41	414	28	39	0	0	0	0	54
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	64	0	0	12	0	0	25
Total Hourly Volume [veh/h]	57	860	37	109	737	192	373	703	34	49	602	76
Peak Hour Factor	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	244	10	31	209	54	106	199	10	14	171	22
Total Analysis Volume [veh/h]	65	975	42	124	836	218	423	797	39	56	683	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	45	0	11	51	0	25	41	0	7	23	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	47	0	10	48	0	27	44	0	9	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	43	43	6	44	44	23	41	41	4	22	22
g / C, Green / Cycle	0.05	0.39	0.39	0.05	0.40	0.40	0.21	0.37	0.37	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.27	0.27	0.07	0.44	0.13	0.23	0.22	0.22	0.03	0.21	0.21
s, saturation flow rate [veh/h]	1810	1900	1873	1810	1900	1615	1810	1900	1869	1810	1900	1826
c, Capacity [veh/h]	82	743	732	99	760	646	378	699	687	75	380	365
d1, Uniform Delay [s]	51.98	27.93	27.94	52.00	33.00	22.89	43.50	28.24	28.25	52.16	44.00	44.00
k, delay calibration	0.16	0.50	0.50	0.17	0.50	0.50	0.46	0.16	0.16	0.11	0.43	0.43
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.33	5.19	5.27	140.40	63.47	1.41	80.58	1.25	1.28	13.85	50.98	52.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.69	0.69	1.26	1.10	0.34	1.12	0.60	0.60	0.75	1.03	1.03
d, Delay for Lane Group [s/veh]	73.31	33.12	33.20	192.40	96.47	24.30	124.08	29.49	29.53	66.01	94.98	96.13
Lane Group LOS	E	C	C	F	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.21	11.62	11.47	6.49	32.11	3.98	18.54	9.00	8.87	1.80	15.51	15.03
50th-Percentile Queue Length [ft/ln]	55.34	290.51	286.76	162.33	802.65	99.38	463.55	225.00	221.86	45.04	387.87	375.77
95th-Percentile Queue Length [veh/ln]	3.98	17.21	17.02	11.35	44.30	7.16	27.17	13.92	13.76	3.24	22.35	21.76
95th-Percentile Queue Length [ft/ln]	99.61	430.28	425.62	283.65	1107.61	178.89	679.37	348.00	344.00	81.08	558.73	544.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.31	33.16	33.20	192.40	96.47	24.30	124.08	29.51	29.53	66.01	95.47	96.13
Movement LOS	E	C	C	F	F	C	F	C	C	E	F	F
d_A, Approach Delay [s/veh]	35.58			93.21			61.28			93.54		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	69.67											
Intersection LOS	E											
Intersection V/C	0.916											

Emissions

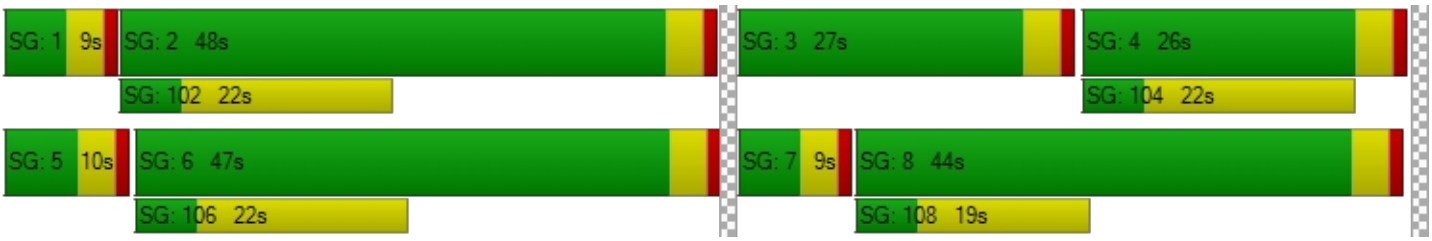
Vehicle Miles Traveled [mph]	4.66	36.69	36.17	35.86	241.77	63.04	39.21	39.04	38.46	6.64	46.48	44.72
Stops [stops/h]	72.44	380.31	375.40	212.50	1050.74	130.10	606.82	294.55	290.44	58.97	507.76	491.92
Fuel consumption [US gal/h]	2.03	9.44	9.32	8.73	37.76	4.86	16.74	6.23	6.14	1.45	13.16	12.78
CO [g/h]	141.89	659.76	651.35	609.91	2639.52	339.49	1169.96	435.51	429.41	101.27	920.20	893.31
NOx [g/h]	27.61	128.36	126.73	118.67	513.55	66.05	227.63	84.73	83.55	19.70	179.04	173.80
VOC [g/h]	32.88	152.91	150.96	141.35	611.73	78.68	271.15	100.93	99.52	23.47	213.26	207.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.904	3.207	2.852	2.762
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	782	800	727	400
d_b, Bicycle Delay [s]	20.40	19.80	22.27	35.20
l_b,int, Bicycle LOS Score for Intersection	2.462	3.609	2.608	2.261
Bicycle LOS	B	D	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	176	545	578	26	35	100
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	7	0	25
Total Hourly Volume [veh/h]	176	545	578	19	35	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	136	145	5	9	19
Total Analysis Volume [veh/h]	176	545	578	19	35	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	50	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	67	54	54	5	5	5
g / C, Green / Cycle	0.12	0.84	0.67	0.67	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.10	0.15	0.11	0.01	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1615	1615
c, Capacity [veh/h]	217	3042	3472	1083	107	96	96
d1, Uniform Delay [s]	34.31	1.19	4.88	4.39	36.10	36.25	36.25
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.07	0.13	0.10	0.03	1.75	2.60	2.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.18	0.17	0.02	0.33	0.39	0.39
d, Delay for Lane Group [s/veh]	41.38	1.32	4.98	4.42	37.86	38.85	38.85
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	0.05	0.84	0.08	0.70	0.76	0.76
50th-Percentile Queue Length [ft/ln]	88.62	1.36	21.02	2.01	17.41	19.05	19.05
95th-Percentile Queue Length [veh/ln]	6.38	0.10	1.51	0.14	1.25	1.37	1.37
95th-Percentile Queue Length [ft/ln]	159.51	2.45	37.84	3.62	31.33	34.29	34.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.38	1.32	4.98	4.42	37.86	38.85
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	11.10		4.96		38.54	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	10.65					
Intersection LOS	B					
Intersection V/C	0.232					

Emissions

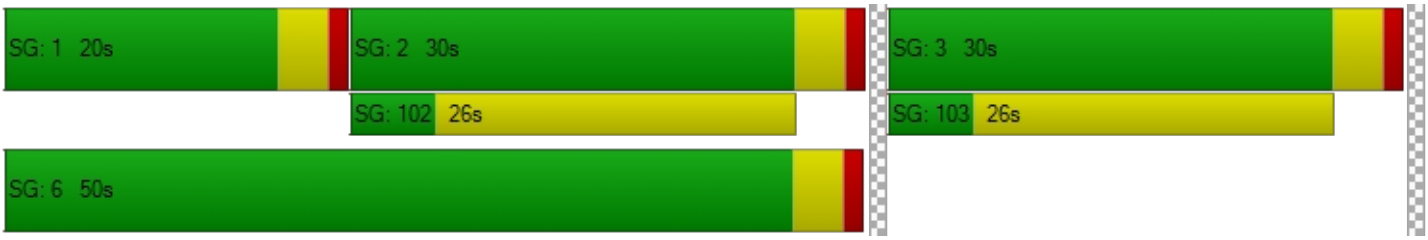
Vehicle Miles Traveled [mph]	27.10	83.93	37.16	1.22	2.75	2.95	2.95
Stops [stops/h]	159.51	4.91	113.51	3.62	31.33	34.29	34.29
Fuel consumption [US gal/h]	4.39	3.08	3.27	0.10	0.56	0.61	0.61
CO [g/h]	307.17	215.61	228.66	7.27	38.87	42.46	42.46
NOx [g/h]	59.76	41.95	44.49	1.41	7.56	8.26	8.26
VOC [g/h]	71.19	49.97	52.99	1.68	9.01	9.84	9.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.790	2.747	2.397
Crosswalk LOS	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1150	650	650
d_b, Bicycle Delay [s]	7.23	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	2.154	1.892	1.782
Bicycle LOS	B	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	35	5	30	50	52	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	5	30	50	52	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	8	13	13	6
Total Analysis Volume [veh/h]	35	5	30	50	52	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	800	690	763	681	881
Degree of Utilization, x	0.05	0.04	0.07	0.08	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.16	0.14	0.21	0.25	0.08
95th-Percentile Queue Length [ft]	3.94	3.40	5.25	6.18	1.92
Approach Delay [s/veh]	7.74	7.90		7.97	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.89				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	101	83	64	123	60	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	0	36	6	49	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	88	104	136	113	55
Peak Hour Factor	0.7230	0.7230	0.8330	0.8330	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	30	31	41	36	18
Total Analysis Volume [veh/h]	181	122	125	163	145	71
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.10	0.00	0.32	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	8.15	0.00	16.86	9.07
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.33	0.00	1.39	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	8.17	0.00	34.71	6.01
d_A, Approach Delay [s/veh]	0.00		3.54		14.30	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	2	0	6	3	0	16	3
Total Analysis Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.41	0.00	0.00	8.52	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.64	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41			8.52			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.19											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	15	15	0	4	3	4	3	29	10	11
Total Analysis Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.11	0.00	0.02	0.01	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.55	12.20	8.74	12.67	12.58	9.42	7.38	0.00	0.00	7.42	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.45	0.45	0.45	0.02	0.00	0.00	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.19	7.19	7.19	11.24	11.24	11.24	0.50	0.00	0.00	5.84	0.00	0.00
d_A, Approach Delay [s/veh]	9.38			11.96			2.17			4.28		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.65											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	721	678	0	0	43
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	721	678	0	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	180	170	0	0	11
Total Analysis Volume [veh/h]	0	721	678	0	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.89
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.15
d_A, Approach Delay [s/veh]	0.00		0.00		11.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	0	0	103	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	0	103	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	26	0	3
Total Analysis Volume [veh/h]	30	0	0	103	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.46
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.79
d_A, Approach Delay [s/veh]	0.00		0.00		8.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	580	560	15	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	580	560	15	0	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	145	140	4	0	11
Total Analysis Volume [veh/h]	0	580	560	15	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.29
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.75
d_A, Approach Delay [s/veh]	0.00		0.00		11.29	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	76	504	540	51	0	35
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	504	540	51	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	126	135	13	0	9
Total Analysis Volume [veh/h]	76	504	540	51	0	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	11.61	0.00	0.00	0.00	0.00	11.10
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.42	0.00	0.00	0.00	0.00	0.18
95th-Percentile Queue Length [ft/ln]	10.40	0.00	0.00	0.00	0.00	4.44
d_A, Approach Delay [s/veh]	1.52		0.00		11.10	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.05					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	119.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	30	0	6	29	323	0	0	443	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0000	1.0600	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	78	20	0	0	21	79	5	102	73	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	78	52	0	6	52	421	5	102	543	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7802	0.7802	0.7802	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	20	13	0	2	17	135	2	33	173	13
Total Analysis Volume [veh/h]	9	0	78	52	0	6	67	540	6	130	694	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.11	0.69	0.00	0.01	0.08	0.01	0.00	0.13	0.01	0.00
d_M, Delay for Movement [s/veh]	43.30	53.81	11.93	119.90	117.51	77.91	9.48	0.00	0.00	8.98	0.00	0.00
Movement LOS	E	F	B	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.73	0.73	0.73	3.35	3.35	3.35	0.25	0.00	0.00	0.43	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.16	18.16	18.16	83.87	83.87	83.87	6.23	0.00	0.00	10.75	0.00	0.00
d_A, Approach Delay [s/veh]	15.17			115.56			1.04			1.33		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	6.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

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

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	16	0	10	21	296	0	0	449	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0000	1.0600	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	7	0	9	0	89	5	0	82	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	24	0	20	22	403	5	0	558	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7802	0.7802	0.7802	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	6	0	5	7	129	2	0	178	13
Total Analysis Volume [veh/h]	0	0	8	24	0	20	28	517	6	0	713	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.90	0.00	0.00	10.99	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			B		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.82	0.00	0.00	2.49	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90			10.99			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	0.23											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	4	137	35	59	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	137	35	59	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	34	9	15	3
Total Analysis Volume [veh/h]	12	4	137	35	59	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	10.53	8.86	0.00	0.00	7.65	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft/ln]	1.70	1.70	0.00	0.00	3.26	0.00
d_A, Approach Delay [s/veh]	10.11		0.00		6.36	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	42	99	0	71
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	42	99	0	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	11	25	0	18
Total Analysis Volume [veh/h]	0	16	42	99	0	71
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.72	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	5.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	75	0	36	68	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	9
Total Hourly Volume [veh/h]	0	75	0	36	68	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	0	9	17	0	7
Total Analysis Volume [veh/h]	0	75	0	36	68	0	27
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.02	0.02	0.03	0.02	0.02
s, saturation flow rate [veh/h]	1354	1900	1900	1346	3618	1615
c, Capacity [veh/h]	1184	1584	1584	1177	3015	54
d1, Uniform Delay [s]	0.00	0.85	0.85	1.41	0.85	28.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.03	0.03	0.05	0.01	7.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.02	0.02	0.03	0.02	0.50
d, Delay for Lane Group [s/veh]	0.00	0.88	0.88	1.46	0.86	35.64
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.01	0.01	0.05	0.01	0.47
50th-Percentile Queue Length [ft/ln]	0.00	0.30	0.30	1.13	0.14	11.75
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.02	0.08	0.01	0.85
95th-Percentile Queue Length [ft/ln]	0.00	0.55	0.55	2.03	0.26	21.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.88	0.88	1.46	0.86	0.00	35.64
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]		0.88		1.07		35.64	
Approach LOS		A		A		D	
d_I, Intersection Delay [s/veh]				5.53			
Intersection LOS				A			
Intersection V/C				0.043			

Emissions

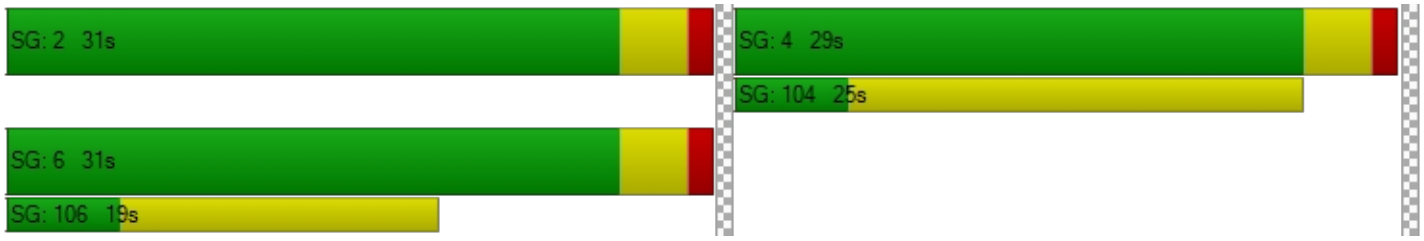
Vehicle Miles Traveled [mph]	0.00	3.41	3.41	1.41	2.67	2.42
Stops [stops/h]	0.00	0.73	0.73	2.71	0.69	28.20
Fuel consumption [US gal/h]	0.00	0.13	0.13	0.08	0.13	0.45
CO [g/h]	0.00	9.27	9.27	5.87	8.79	31.55
NOx [g/h]	0.00	1.80	1.80	1.14	1.71	6.14
VOC [g/h]	0.00	2.15	2.15	1.36	2.04	7.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.322	2.322	2.008
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.621	1.645	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	76	14	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	76	14	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	19	4	0	3
Total Analysis Volume [veh/h]	0	5	76	14	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.54	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	4	86	0	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	86	0	12	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	22	0	3	0
Total Analysis Volume [veh/h]	5	4	86	0	12	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.16	8.55	0.00	0.00	7.38	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	0.73	0.73	0.00	0.00	0.60	0.00
d_A, Approach Delay [s/veh]	8.89		0.00		7.38	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.58					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	111	0	9	105	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	0	9	105	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	2	26	0	1
Total Analysis Volume [veh/h]	111	0	9	105	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.43	0.00	0.00	8.59
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.46	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.59		8.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	15	0	68	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	15	0	68	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	4	0	17	0	8
Total Analysis Volume [veh/h]	43	15	0	68	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.55
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.29
d_A, Approach Delay [s/veh]	0.00		0.00		8.55	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.69					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	57	0	12	56	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	0	12	56	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	3	14	0	1
Total Analysis Volume [veh/h]	57	0	12	56	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	0.00	8.45
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.29		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	42	6	3	53	9	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	6	3	53	9	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	2	1	13	2	4
Total Analysis Volume [veh/h]	42	6	3	53	9	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.00	8.50
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.14	0.00	1.77	1.77
d_A, Approach Delay [s/veh]	0.00		0.39		8.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	48	0	2	60	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	0	2	60	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	1	15	0	0
Total Analysis Volume [veh/h]	48	0	2	60	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.42
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.24		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	45	0	12	48	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	0	12	48	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	3	12	0	1
Total Analysis Volume [veh/h]	45	0	12	48	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.30	0.00	0.00	8.42
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	0.00	0.21
d_A, Approach Delay [s/veh]	0.00		1.46		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	40	0	0	0	0	0	0	50	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0600	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0600	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	13	0	0	61	9	4	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	13	42	0	61	9	4	0	4	53	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	11	0	15	2	1	0	1	13	0	0
Total Analysis Volume [veh/h]	12	13	42	0	61	9	4	0	4	53	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.30	0.00	0.00	9.28	0.00	8.62	9.56	10.02	8.73
Movement LOS	A	A	A	A	A	A	A		A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.03	0.00	0.03	0.20	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.58	0.58	0.58	0.00	0.00	0.00	0.66	0.00	0.66	5.02	5.02	5.02
d_A, Approach Delay [s/veh]	1.32			0.00			8.95			9.56		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.37											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	11	0	51	46	6	8	0	2	22	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	11	0	51	46	6	8	0	2	22	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	0	13	12	2	2	0	1	6	0	3
Total Analysis Volume [veh/h]	6	11	0	51	46	6	8	0	2	22	0	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	7.29	0.00	0.00	9.85	0.00	8.57	9.89	0.00	8.52
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.10	0.00	0.00	0.04	0.00	0.04	0.12	0.00	0.12
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	2.43	0.00	0.00	0.96	0.00	0.96	3.05	0.00	3.05
d_A, Approach Delay [s/veh]	2.58			3.61			9.59			9.44		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.05											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	0	7	41	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	0	7	41	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	2	10	0	1
Total Analysis Volume [veh/h]	43	0	7	41	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.06		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	3	0	41	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	3	0	41	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	0	10	0	2
Total Analysis Volume [veh/h]	37	3	0	41	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.42
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.50
d_A, Approach Delay [s/veh]	0.00		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	14	21	62	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	14	21	62	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	5	16	1
Total Analysis Volume [veh/h]	3	3	14	21	62	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	8.60	7.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.48	0.48	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	8.86		2.94		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.47					
Intersection LOS	A					

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Harvest Landing

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Scenario 4 Opening Year I PP PM
2/20/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.852	53.5	D
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.815	44.3	D
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.718	32.3	C
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.621	15.7	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Thru	0.847	52.4	D
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	NB Left	0.508	10.8	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.551	29.9	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.636	37.2	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.582	29.3	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.764	20.7	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	0.752	35.8	D
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	EB Thru	0.943	49.0	E
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.754	39.8	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	0.714	23.1	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.576	27.7	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.637	23.3	C
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.385	30.3	C

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.845	57.3	E
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.744	78.3	F
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.540	12.9	B
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	SB Left	0.357	11.7	B
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Thru	0.575	14.8	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.633	21.2	C
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	SB Left	0.551	32.1	C
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.588	22.9	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.805	67.8	E
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	1.589	62.1	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.692	22.1	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.761	33.8	C
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.527	14.4	B
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.518	8.3	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.564	21.9	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	WB Left	0.616	37.3	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.221	16.0	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	NB Left	0.336	30.6	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.872	64.7	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	EB Right	0.271	13.4	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.104	8.1	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.319	16.2	C
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.013	8.6	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.202	15.1	C
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.119	12.6	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.016	8.6	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.106	11.6	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.151	11.9	B
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	3.812	1,438.7	F
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Right	0.109	11.5	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.030	10.0	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.030	8.7	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.047	5.1	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.010	8.5	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.011	9.1	A
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.7	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.058	8.7	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.019	9.0	A
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.3	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.4	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.122	10.2	B
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.044	10.3	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.4	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.012	8.4	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.006	9.2	A

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	53.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	924	15	0	769	0	0	0	2	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	103	0	0	4	0	0	32	0	0	29
Total Hourly Volume [veh/h]	183	1762	309	203	1541	12	32	390	96	302	338	85
Peak Hour Factor	0.8396	0.8396	0.8396	0.9214	0.9214	0.9214	0.9410	0.9410	0.9410	0.9098	0.9098	0.9098
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	525	92	55	418	3	9	104	26	83	93	23
Total Analysis Volume [veh/h]	218	2099	368	220	1672	13	34	414	102	332	372	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	10	25	0	6	35	0	14	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	15	29	0	9	39	0	16	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	44	44	11	43	43	3	17	17	12	26	26
g / C, Green / Cycle	0.12	0.44	0.44	0.11	0.43	0.43	0.03	0.17	0.17	0.12	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.12	0.41	0.23	0.12	0.31	0.31	0.02	0.14	0.14	0.18	0.13	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1773	1810	1900	1771
c, Capacity [veh/h]	217	2282	712	199	1559	815	56	321	300	217	491	457
d1, Uniform Delay [s]	44.00	26.29	20.24	44.50	23.33	23.33	47.86	40.12	40.20	44.00	31.49	31.51
k, delay calibration	0.39	0.50	0.50	0.45	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	54.99	7.50	2.67	91.52	2.76	5.19	10.25	5.37	6.12	259.97	0.76	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.92	0.52	1.11	0.71	0.71	0.61	0.83	0.84	1.53	0.49	0.49
d, Delay for Lane Group [s/veh]	98.99	33.79	22.91	136.02	26.09	28.53	58.11	45.49	46.32	303.97	32.25	32.32
Lane Group LOS	F	C	C	F	C	C	E	D	D	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.47	15.65	6.22	9.79	10.34	11.37	0.97	6.50	6.21	20.83	4.80	4.49
50th-Percentile Queue Length [ft/ln]	211.72	391.23	155.59	244.80	258.49	284.35	24.21	162.53	155.31	520.81	119.92	112.22
95th-Percentile Queue Length [veh/ln]	13.26	22.14	10.32	15.53	15.61	16.91	1.74	10.68	10.30	32.88	8.39	7.96
95th-Percentile Queue Length [ft/ln]	331.59	553.43	257.88	388.26	390.33	422.63	43.58	267.07	257.50	822.05	209.72	199.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.99	33.79	22.91	136.02	26.91	28.53	58.11	45.79	46.32	303.97	32.28	32.32
Movement LOS	F	C	C	F	C	C	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	37.59			39.53			46.65			145.46		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	53.53											
Intersection LOS	D											
Intersection V/C	0.852											

Emissions

Vehicle Miles Traveled [mph]	109.23	1051.70	184.39	13.71	68.91	36.06	2.37	18.52	17.51	21.83	15.81	14.77
Stops [stops/h]	304.88	1690.13	224.06	352.51	744.45	409.47	34.86	234.05	223.64	749.97	172.69	161.60
Fuel consumption [US gal/h]	11.93	71.50	10.82	10.94	17.49	9.69	0.92	6.00	5.74	30.61	4.27	3.99
CO [g/h]	833.60	4997.66	756.47	764.81	1222.63	677.16	64.09	419.44	401.49	2139.32	298.28	279.08
NOx [g/h]	162.19	972.36	147.18	148.80	237.88	131.75	12.47	81.61	78.11	416.23	58.03	54.30
VOC [g/h]	193.19	1158.26	175.32	177.25	283.36	156.94	14.85	97.21	93.05	495.81	69.13	64.68

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.779	3.476	2.700	2.913
Crosswalk LOS	D	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	500	700	840
d_b, Bicycle Delay [s]	27.38	28.13	21.13	16.82
l_b,int, Bicycle LOS Score for Intersection	3.093	2.610	2.040	2.241
Bicycle LOS	C	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	44.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	941	13	0	784	0	0	0	8	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	49	0	0	6	0	0	27	0	0	31
Total Hourly Volume [veh/h]	84	2175	148	124	1742	16	28	140	81	227	106	94
Peak Hour Factor	0.8779	0.8779	0.8779	0.8866	0.8866	0.8866	0.8183	0.8183	0.8183	0.8130	0.8130	0.8130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	619	42	35	491	5	9	43	25	70	33	29
Total Analysis Volume [veh/h]	96	2478	169	140	1965	18	34	171	99	279	130	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	36	0	10	36	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	34	0	20	23	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	59	59	11	62	62	13	13	13	21	21	21
g / C, Green / Cycle	0.07	0.49	0.49	0.09	0.51	0.51	0.11	0.11	0.11	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.48	0.49	0.08	0.36	0.36	0.02	0.09	0.06	0.15	0.07	0.07
s, saturation flow rate [veh/h]	1810	3618	1840	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	123	1766	898	168	1855	970	200	210	179	317	332	283
d1, Uniform Delay [s]	55.02	30.29	30.72	53.51	22.24	22.26	48.36	52.15	50.55	48.29	43.84	44.00
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.18	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.05	18.23	32.60	11.16	2.24	4.24	0.40	7.40	2.67	12.56	0.75	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.99	1.01	0.83	0.70	0.70	0.17	0.81	0.55	0.88	0.39	0.41
d, Delay for Lane Group [s/veh]	65.07	48.53	63.31	64.66	24.49	26.50	48.76	59.54	53.22	60.85	44.59	44.96
Lane Group LOS	E	D	F	E	C	C	D	E	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.13	27.07	31.78	4.57	13.44	14.61	0.93	5.38	2.91	9.08	3.44	3.10
50th-Percentile Queue Length [ft/ln]	78.33	676.82	794.46	114.22	335.95	365.23	23.35	134.42	72.69	226.91	86.04	77.38
95th-Percentile Queue Length [veh/ln]	5.64	35.61	41.37	8.07	19.45	20.88	1.68	9.18	5.23	14.02	6.19	5.57
95th-Percentile Queue Length [ft/ln]	141.00	890.15	1034.23	201.85	486.25	521.94	42.03	229.50	130.84	350.42	154.87	139.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.07	52.93	63.31	64.66	25.17	26.50	48.76	59.54	53.22	60.85	44.59	44.96
Movement LOS	E	D	E	E	C	C	D	E	D	E	D	D
d_A, Approach Delay [s/veh]	54.00			27.78			56.28			53.31		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	44.28											
Intersection LOS	D											
Intersection V/C	0.815											

Emissions

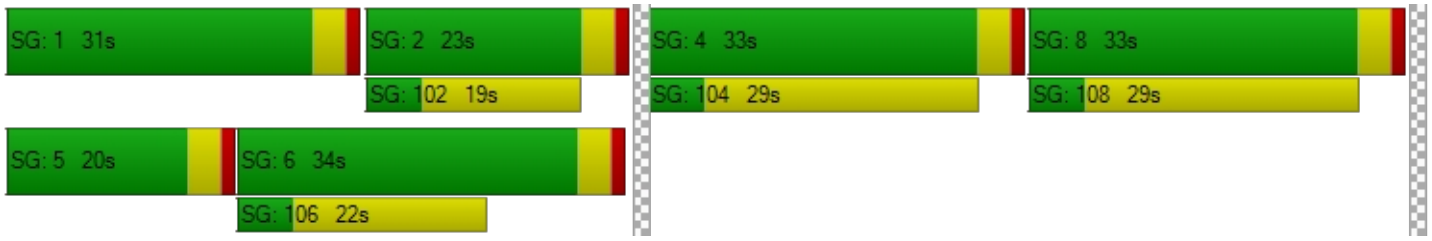
Vehicle Miles Traveled [mph]	157.93	2862.44	1492.27	70.15	652.26	341.31	2.84	14.28	8.27	33.18	15.46	13.79
Stops [stops/h]	94.00	1624.36	953.36	137.06	806.28	438.27	28.02	161.31	87.23	272.29	103.24	92.85
Fuel consumption [US gal/h]	7.85	135.50	74.69	5.95	38.87	20.82	0.71	4.17	2.23	7.32	2.75	2.47
CO [g/h]	548.95	9471.16	5220.87	415.95	2717.04	1455.48	49.93	291.35	155.54	511.50	192.05	172.47
NOx [g/h]	106.81	1842.74	1015.79	80.93	528.64	283.18	9.71	56.69	30.26	99.52	37.37	33.56
VOC [g/h]	127.22	2195.03	1209.99	96.40	629.70	337.32	11.57	67.52	36.05	118.54	44.51	39.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.757	3.618	2.374	2.641
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	317	483	483
d_b, Bicycle Delay [s]	33.75	42.50	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.095	2.731	2.106	2.477
Bicycle LOS	C	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	36	806	5	154	1048	280	250	155	62	9	133	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	963	3	0	806	0	0	0	2	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	76	0	0	18	0	0	37
Total Hourly Volume [veh/h]	41	1842	6	168	1948	229	273	169	52	12	145	110
Peak Hour Factor	0.8615	0.8615	0.8615	0.8521	0.8521	0.8521	0.8694	0.8694	0.8694	0.9095	0.9095	0.9095
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	535	2	49	572	67	79	49	15	3	40	30
Total Analysis Volume [veh/h]	48	2138	7	197	2286	269	314	194	60	13	159	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	6	36	0	16	47	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	10	40	0	20	51	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	61	61	6	63	63	16	25	25	2	11	11
g / C, Green / Cycle	0.04	0.56	0.56	0.05	0.58	0.58	0.15	0.23	0.23	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.41	0.00	0.06	0.44	0.17	0.17	0.05	0.04	0.00	0.03	0.07
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	123	2878	898	192	2978	929	263	828	370	53	510	159
d1, Uniform Delay [s]	51.91	18.48	10.89	52.00	17.76	11.90	47.00	34.56	33.97	53.55	46.11	48.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.99	1.78	0.02	37.51	1.96	0.79	117.97	0.14	0.20	2.35	0.34	7.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.74	0.01	1.03	0.77	0.29	1.19	0.23	0.16	0.24	0.31	0.76
d, Delay for Lane Group [s/veh]	53.90	20.26	10.91	89.51	19.72	12.68	164.97	34.70	34.17	55.89	46.45	55.56
Lane Group LOS	D	C	B	F	B	B	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.66	12.60	0.07	3.57	13.35	3.23	15.57	2.07	1.27	0.19	1.33	3.46
50th-Percentile Queue Length [ft/ln]	16.62	314.96	1.85	89.14	333.86	80.84	389.23	51.69	31.70	4.76	33.21	86.49
95th-Percentile Queue Length [veh/ln]	1.20	18.42	0.13	6.42	19.35	5.82	23.82	3.72	2.28	0.34	2.39	6.23
95th-Percentile Queue Length [ft/ln]	29.92	460.49	3.34	160.45	483.69	145.51	595.58	93.04	57.06	8.57	59.78	155.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.90	20.26	10.91	89.51	19.72	12.68	164.97	34.70	34.17	55.89	46.45	55.56
Movement LOS	D	C	B	F	B	B	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	20.96			24.03			106.66			50.63		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	32.30											
Intersection LOS	C											
Intersection V/C	0.718											

Emissions

Vehicle Miles Traveled [mph]	17.91	797.57	2.61	324.09	3760.81	442.54	46.98	29.02	8.98	1.58	19.31	14.70
Stops [stops/h]	43.52	1236.95	2.43	233.39	1311.16	105.82	509.54	135.33	41.49	12.47	130.43	113.22
Fuel consumption [US gal/h]	1.68	51.53	0.14	17.60	154.39	17.18	18.48	4.05	1.24	0.36	3.79	3.28
CO [g/h]	117.52	3602.09	9.45	1230.17	10791.7	1200.85	1292.10	282.91	86.73	24.95	264.68	229.24
NOx [g/h]	22.87	700.83	1.84	239.35	2099.68	233.64	251.40	55.04	16.87	4.85	51.50	44.60
VOC [g/h]	27.24	834.82	2.19	285.10	2501.09	278.31	299.46	65.57	20.10	5.78	61.34	53.13

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.606	3.852	2.868	3.032
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	655	855	655
d_b, Bicycle Delay [s]	24.89	24.89	18.04	24.89
l_b,int, Bicycle LOS Score for Intersection	2.767	3.115	2.043	1.741
Bicycle LOS	C	C	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	16	766	15	8	1075	32	43	42	67	13	44	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	968	3	0	810	0	0	0	2	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	9	0	0	19	0	0	7
Total Hourly Volume [veh/h]	20	1803	14	9	1982	26	47	46	56	16	48	21
Peak Hour Factor	0.9246	0.9246	0.9246	0.8460	0.8460	0.8460	0.5611	0.5611	0.5611	0.6762	0.6762	0.6762
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	488	4	3	586	8	21	20	25	6	18	8
Total Analysis Volume [veh/h]	22	1950	15	11	2343	31	84	82	100	24	71	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	15	59	0	5	49	0	11	29	0	11	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	45	0	30	66	0	12	33	0	12	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	86	86	2	85	85	7	14	14	3	10	10
g / C, Green / Cycle	0.02	0.71	0.71	0.01	0.71	0.71	0.06	0.12	0.12	0.02	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.01	0.54	0.01	0.01	0.43	0.43	0.05	0.04	0.06	0.01	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1887	1810	1900	1615	1810	1900	1714
c, Capacity [veh/h]	39	2580	1152	25	2550	1331	106	222	189	42	154	139
d1, Uniform Delay [s]	58.13	10.71	4.98	58.74	9.17	9.19	55.74	48.91	49.89	58.03	52.07	52.19
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.85	2.12	0.02	12.21	1.10	2.12	12.19	1.02	2.30	11.79	1.26	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.76	0.01	0.45	0.61	0.61	0.79	0.37	0.53	0.57	0.33	0.36
d, Delay for Lane Group [s/veh]	69.98	12.83	5.00	70.95	10.28	11.31	67.94	49.93	52.19	69.82	53.33	53.76
Lane Group LOS	E	B	A	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.78	13.39	0.10	0.41	8.96	9.76	2.85	2.32	2.93	0.85	1.52	1.49
50th-Percentile Queue Length [ft/ln]	19.41	334.81	2.43	10.20	223.92	244.06	71.25	58.00	73.20	21.34	37.90	37.21
95th-Percentile Queue Length [veh/ln]	1.40	19.39	0.17	0.73	13.87	14.89	5.13	4.18	5.27	1.54	2.73	2.68
95th-Percentile Queue Length [ft/ln]	34.93	484.85	4.37	18.36	346.63	372.17	128.24	104.40	131.76	38.40	68.22	66.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.98	12.83	5.00	70.95	10.62	11.31	67.94	49.93	52.19	69.82	53.45	53.76
Movement LOS	E	B	A	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	13.40			10.91			56.47			56.65		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	15.70											
Intersection LOS	B											
Intersection V/C	0.621											

Emissions

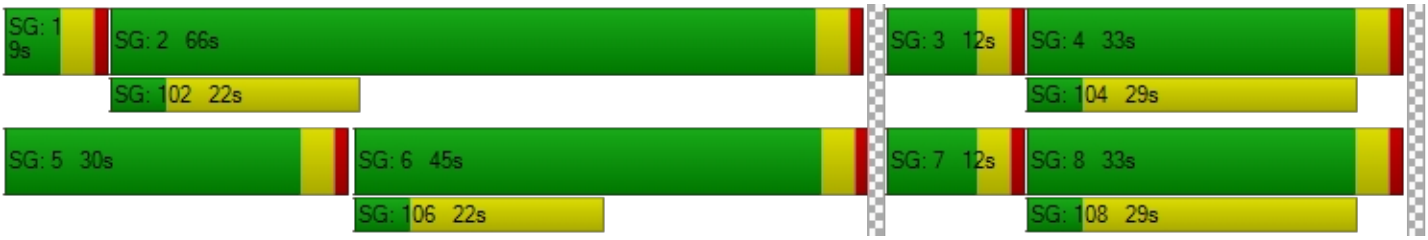
Vehicle Miles Traveled [mph]	11.08	981.69	7.55	4.10	581.44	304.16	4.63	4.52	5.51	1.60	3.43	3.35
Stops [stops/h]	23.29	803.53	2.91	12.24	537.42	292.88	85.50	69.60	87.84	25.60	45.48	44.65
Fuel consumption [US gal/h]	0.98	48.73	0.31	0.45	29.87	15.94	1.98	1.53	1.93	0.59	1.03	1.01
CO [g/h]	68.67	3406.38	21.69	31.57	2088.08	1114.47	138.44	106.86	135.08	41.54	72.25	70.88
NOx [g/h]	13.36	662.76	4.22	6.14	406.26	216.84	26.93	20.79	26.28	8.08	14.06	13.79
VOC [g/h]	15.92	789.46	5.03	7.32	483.93	258.29	32.08	24.77	31.31	9.63	16.74	16.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.552	3.555	2.437	2.381
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	683	1033	483	483
d_b, Bicycle Delay [s]	26.00	14.02	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.203	2.876	1.795	1.669
Bicycle LOS	C	C	A	A

Sequence

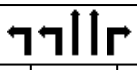
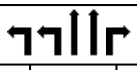
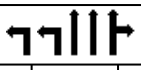
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	52.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.847

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	647	15	0	549	265	326	12	2	14	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	135	0	0	37	0	0	27
Total Hourly Volume [veh/h]	135	1097	100	310	1238	404	650	1135	112	171	807	81
Peak Hour Factor	0.8200	0.8200	0.8200	0.9321	0.9321	0.9321	0.8971	0.8971	0.8971	0.9286	0.9286	0.9286
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	334	30	83	332	108	181	316	31	46	217	22
Total Analysis Volume [veh/h]	165	1338	122	333	1328	433	725	1265	125	184	869	87
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	12	42	0	24	48	0	8	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	39	0	16	44	0	29	54	0	11	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	43	43	12	48	48	25	42	42	7	24	24
g / C, Green / Cycle	0.06	0.36	0.36	0.10	0.40	0.40	0.21	0.35	0.35	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.05	0.37	0.08	0.09	0.37	0.27	0.21	0.24	0.08	0.05	0.18	0.18
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1813
c, Capacity [veh/h]	205	1285	574	351	1436	641	732	1827	570	205	735	368
d1, Uniform Delay [s]	55.83	38.68	26.98	53.69	34.48	29.81	47.38	33.24	27.22	56.14	46.24	46.26
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.23	36.45	0.85	12.93	11.50	5.63	13.36	0.48	0.19	12.98	3.26	11.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	1.04	0.21	0.95	0.92	0.68	0.99	0.69	0.22	0.90	0.87	0.87
d, Delay for Lane Group [s/veh]	63.06	75.13	27.82	66.62	45.98	35.44	60.74	33.71	27.41	69.12	49.50	57.34
Lane Group LOS	E	F	C	E	D	D	E	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.61	24.36	2.50	5.49	19.63	10.78	11.57	9.88	2.41	3.03	9.04	9.89
50th-Percentile Queue Length [ft/ln]	65.36	609.04	62.46	137.33	490.72	269.43	289.36	246.98	60.23	75.66	226.05	247.13
95th-Percentile Queue Length [veh/ln]	4.71	33.38	4.50	9.34	26.89	16.16	17.15	15.03	4.34	5.45	13.97	15.04
95th-Percentile Queue Length [ft/ln]	117.65	834.45	112.43	233.42	672.37	404.03	428.84	375.85	108.41	136.19	349.34	376.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.06	75.13	27.82	66.62	45.98	35.44	60.74	33.71	27.41	69.12	51.60	57.34
Movement LOS	E	F	C	E	D	D	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	70.36			47.08			42.60			54.86		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	52.42											
Intersection LOS	D											
Intersection V/C	0.847											

Emissions

Vehicle Miles Traveled [mph]	81.97	664.73	60.61	167.64	668.55	217.99	181.19	316.15	31.24	19.98	69.11	34.71
Stops [stops/h]	156.87	1461.70	74.96	329.59	1177.73	323.32	694.46	889.12	72.27	181.59	542.52	296.56
Fuel consumption [US gal/h]	6.88	61.41	3.70	14.36	49.98	14.61	27.92	35.77	3.08	6.63	18.80	10.40
CO [g/h]	480.73	4292.89	258.65	1003.63	3493.89	1021.56	1951.63	2500.25	215.62	463.38	1314.03	726.86
NOx [g/h]	93.53	835.24	50.32	195.27	679.78	198.76	379.72	486.46	41.95	90.16	255.66	141.42
VOC [g/h]	111.41	994.92	59.94	232.60	809.74	236.76	452.31	579.46	49.97	107.39	304.54	168.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.398	3.738	3.663	3.432
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	667	833	533
d_b, Bicycle Delay [s]	30.10	26.67	20.42	32.27
l_b,int, Bicycle LOS Score for Intersection	2.928	3.399	2.743	2.201
Bicycle LOS	C	C	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	29	602	15	18	857	15	19	15	12	24	17	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	663	0	0	566	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	4	0	0	3	0	0	4
Total Hourly Volume [veh/h]	32	1319	12	20	1500	12	21	16	10	26	19	12
Peak Hour Factor	0.8770	0.8770	0.8770	0.9127	0.9127	0.9127	0.6389	0.6389	0.6389	0.6453	0.6453	0.6453
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	376	3	5	411	3	8	6	4	10	7	5
Total Analysis Volume [veh/h]	36	1504	14	22	1643	13	33	25	16	40	29	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	30	0	5	30	0	27	32	0	27	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	34	0	9	34	0	31	36	0	31	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	81	81	2	80	80	3	7	7	4	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.02	0.72	0.72	0.03	0.07	0.07	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.28	0.01	0.45	0.01	0.02	0.01	0.01	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1891	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	55	2647	1384	40	2618	1169	54	245	109	60	135	114
d1, Uniform Delay [s]	52.76	5.47	5.47	53.22	7.70	4.23	52.74	48.15	48.29	52.60	48.22	48.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.42	0.41	0.78	10.91	1.15	0.02	10.82	0.18	0.61	12.35	0.79	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.38	0.38	0.54	0.63	0.01	0.61	0.10	0.15	0.67	0.22	0.17
d, Delay for Lane Group [s/veh]	65.18	5.88	6.25	64.13	8.85	4.25	63.56	48.33	48.90	64.95	49.02	48.73
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.15	3.32	3.61	0.72	8.75	0.08	1.05	0.33	0.43	1.29	0.77	0.51
50th-Percentile Queue Length [ft/ln]	28.68	82.99	90.36	18.09	218.65	1.95	26.35	8.14	10.72	32.15	19.36	12.70
95th-Percentile Queue Length [veh/ln]	2.06	5.98	6.51	1.30	13.60	0.14	1.90	0.59	0.77	2.32	1.39	0.91
95th-Percentile Queue Length [ft/ln]	51.62	149.39	162.65	32.56	339.90	3.52	47.43	14.66	19.30	57.88	34.85	22.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.18	6.00	6.25	64.13	8.85	4.25	63.56	48.33	48.90	64.95	49.02	48.73
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	7.37			9.54			55.24			56.20		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	10.75											
Intersection LOS	B											
Intersection V/C	0.508											

Emissions

Vehicle Miles Traveled [mph]	7.07	195.74	102.32	10.93	816.26	6.46	16.55	12.54	8.02	10.73	7.78	5.10
Stops [stops/h]	37.54	217.29	118.29	23.68	572.46	2.56	34.49	21.32	14.04	42.09	25.35	16.62
Fuel consumption [US gal/h]	1.19	10.60	5.64	0.87	39.72	0.29	1.32	0.88	0.57	1.25	0.78	0.51
CO [g/h]	82.94	741.18	394.30	60.66	2776.66	20.36	92.06	61.80	39.89	87.66	54.26	35.48
NOx [g/h]	16.14	144.21	76.72	11.80	540.24	3.96	17.91	12.02	7.76	17.06	10.56	6.90
VOC [g/h]	19.22	171.77	91.38	14.06	643.52	4.72	21.34	14.32	9.24	20.32	12.58	8.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.292	3.062	2.498	2.499
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	545	582	582
d_b, Bicycle Delay [s]	29.09	29.09	27.65	27.65
l_b,int, Bicycle LOS Score for Intersection	2.417	2.947	1.623	1.711
Bicycle LOS	B	C	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	72	372	14	65	454	156	172	278	82	14	228	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	8	9	177	9	0	174	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	45	0	0	25	0	0	16
Total Hourly Volume [veh/h]	86	405	11	71	495	133	196	480	73	15	423	46
Peak Hour Factor	0.6662	0.6662	0.6662	0.9500	0.9500	0.9500	0.9283	0.9283	0.9283	0.6898	0.6898	0.6898
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	152	4	19	130	35	53	129	20	5	153	17
Total Analysis Volume [veh/h]	129	608	17	75	521	140	211	517	79	22	613	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	11	31	0	5	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	28	0	9	26	0	14	34	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	32	32	4	30	30	10	25	25	2	17	17
g / C, Green / Cycle	0.09	0.41	0.41	0.05	0.37	0.37	0.13	0.32	0.32	0.02	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.07	0.17	0.17	0.04	0.18	0.18	0.12	0.16	0.16	0.01	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1882	1810	1900	1763	1810	1900	1813	1810	1900	1835
c, Capacity [veh/h]	158	770	763	97	706	655	226	600	572	46	410	396
d1, Uniform Delay [s]	35.86	16.95	16.95	37.37	19.27	19.29	34.67	22.31	22.32	38.46	30.05	30.07
k, delay calibration	0.21	0.50	0.50	0.11	0.50	0.50	0.28	0.11	0.11	0.11	0.14	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.58	1.60	1.62	12.10	2.37	2.58	30.60	0.67	0.70	7.56	5.96	6.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.41	0.41	0.77	0.48	0.49	0.93	0.51	0.51	0.48	0.84	0.84
d, Delay for Lane Group [s/veh]	53.44	18.55	18.57	49.47	21.65	21.87	65.27	22.98	23.02	46.02	36.00	36.35
Lane Group LOS	D	B	B	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.13	4.05	4.02	1.71	4.90	4.60	5.72	4.34	4.15	0.50	6.53	6.37
50th-Percentile Queue Length [ft/ln]	78.15	101.28	100.45	42.78	122.38	115.05	142.89	108.43	103.77	12.49	163.37	159.17
95th-Percentile Queue Length [veh/ln]	5.63	7.29	7.23	3.08	8.52	8.12	9.64	7.75	7.47	0.90	10.73	10.50
95th-Percentile Queue Length [ft/ln]	140.67	182.30	180.82	77.00	213.10	203.00	240.91	193.82	186.79	22.48	268.19	262.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.44	18.56	18.57	49.47	21.72	21.87	65.27	23.00	23.02	46.02	36.16	36.35
Movement LOS	D	B	B	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	24.52			24.58			34.05			36.49		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.90											
Intersection LOS	C											
Intersection V/C	0.551											

Emissions

Vehicle Miles Traveled [mph]	19.52	47.50	47.07	8.62	39.34	36.67	127.48	184.13	175.95	4.09	64.18	62.16
Stops [stops/h]	140.67	182.30	180.82	77.00	220.29	207.08	257.20	195.18	186.79	22.48	294.07	286.51
Fuel consumption [US gal/h]	3.48	4.68	4.64	1.82	5.08	4.77	10.37	10.16	9.72	0.63	8.39	8.17
CO [g/h]	243.52	326.94	324.17	127.24	355.12	333.20	724.86	710.43	679.29	43.73	586.28	570.93
NOx [g/h]	47.38	63.61	63.07	24.76	69.09	64.83	141.03	138.22	132.16	8.51	114.07	111.08
VOC [g/h]	56.44	75.77	75.13	29.49	82.30	77.22	167.99	164.65	157.43	10.14	135.88	132.32

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.667	2.797	2.846	2.708
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	750	625
d_b, Bicycle Delay [s]	19.60	21.03	15.63	18.91
l_b,int, Bicycle LOS Score for Intersection	2.185	2.204	2.246	2.152
Bicycle LOS	B	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	37.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	25	140	91	58	168	14	10	341	38	124	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	26	14	8	39	18	20	184	26	26	203	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	28	0	0	8	0	0	17	0	0	10
Total Hourly Volume [veh/h]	36	179	85	71	222	25	31	556	50	161	547	29
Peak Hour Factor	0.8574	0.8574	0.8574	0.8571	0.8571	0.8571	0.7729	0.7729	0.7729	0.9044	0.9044	0.9044
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	52	25	21	65	7	10	180	16	45	151	8
Total Analysis Volume [veh/h]	42	209	99	83	259	29	40	719	65	178	605	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	22	0	6	22	0	8	53	0	13	58	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	26	0	13	26	0	13	46	0	25	58	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	31	31	6	34	34	4	44	44	13	53	53
g / C, Green / Cycle	0.03	0.28	0.28	0.06	0.31	0.31	0.03	0.40	0.40	0.12	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.06	0.05	0.14	0.02	0.02	0.38	0.04	0.10	0.17	0.17
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1867
c, Capacity [veh/h]	61	534	454	107	582	495	59	756	643	211	915	899
d1, Uniform Delay [s]	52.58	31.95	30.29	51.06	30.65	26.95	52.61	32.08	20.77	47.59	17.77	17.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.31	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.03	2.15	1.10	11.53	2.46	0.23	12.42	16.40	0.07	8.76	0.23	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.39	0.22	0.78	0.45	0.06	0.67	0.95	0.10	0.84	0.35	0.35
d, Delay for Lane Group [s/veh]	65.61	34.10	31.39	62.59	33.10	27.18	65.03	48.48	20.84	56.35	18.00	18.01
Lane Group LOS	E	C	C	E	C	C	E	D	C	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.36	4.74	2.13	2.57	5.82	0.56	1.27	20.60	1.02	5.14	4.80	4.72
50th-Percentile Queue Length [ft/ln]	33.92	118.62	53.17	64.31	145.38	14.12	31.71	514.97	25.41	128.51	120.00	117.98
95th-Percentile Queue Length [veh/ln]	2.44	8.32	3.83	4.63	9.77	1.02	2.28	28.04	1.83	8.86	8.39	8.28
95th-Percentile Queue Length [ft/ln]	61.05	207.93	95.70	115.77	244.25	25.41	57.08	701.05	45.74	221.47	209.82	207.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.61	34.10	31.39	62.59	33.10	27.18	65.03	48.48	20.84	56.35	18.01	18.01
Movement LOS	E	C	C	E	C	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	37.11			39.24			47.10			26.38		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	37.23											
Intersection LOS	D											
Intersection V/C	0.636											

Emissions

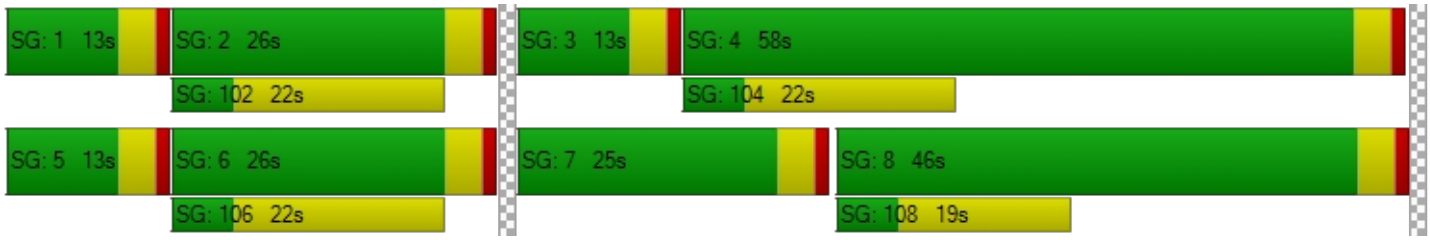
Vehicle Miles Traveled [mph]	18.46	91.86	43.51	6.53	20.39	2.28	2.65	47.56	4.30	25.94	46.81	46.01
Stops [stops/h]	44.40	155.29	69.60	84.19	190.32	18.48	41.52	674.14	33.27	168.24	157.09	154.45
Fuel consumption [US gal/h]	1.60	6.12	2.81	1.94	3.95	0.39	1.14	17.10	0.84	5.02	4.73	4.65
CO [g/h]	111.72	427.75	196.73	135.56	276.34	27.01	79.42	1195.63	58.49	351.03	330.95	325.35
NOx [g/h]	21.74	83.23	38.28	26.37	53.77	5.26	15.45	232.63	11.38	68.30	64.39	63.30
VOC [g/h]	25.89	99.14	45.59	31.42	64.04	6.26	18.41	277.10	13.55	81.35	76.70	75.40

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.437	2.475	2.781	2.838
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	400	764	982
d_b, Bicycle Delay [s]	35.20	35.20	21.02	14.25
l_b,int, Bicycle LOS Score for Intersection	2.183	2.185	2.947	2.240
Bicycle LOS	B	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	17	536	182	66	798	26	27	158	45	182	113	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	542	60	140	451	123	3	3	3	27	76	154
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	65	0	0	38	0	0	13	0	0	54
Total Hourly Volume [veh/h]	32	1126	193	212	1321	113	32	175	39	225	199	161
Peak Hour Factor	0.9023	0.9023	0.9023	0.9304	0.9304	0.9304	0.8297	0.8297	0.8297	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	312	53	57	355	30	10	53	12	71	63	51
Total Analysis Volume [veh/h]	35	1248	214	228	1420	121	39	211	47	284	251	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	17	31	0	16	32	0	19	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	30	0	21	40	0	20	36	0	23	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	16	62	62	4	10	10	19	25	25
g / C, Green / Cycle	0.03	0.45	0.45	0.14	0.56	0.56	0.03	0.09	0.09	0.17	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.24	0.13	0.13	0.27	0.07	0.02	0.06	0.03	0.16	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	54	2320	724	258	2902	905	58	332	148	312	839	374
d1, Uniform Delay [s]	52.77	22.07	19.30	46.28	14.63	11.48	52.66	48.19	46.74	44.70	34.87	37.12
k, delay calibration	0.11	0.50	0.50	0.29	0.50	0.50	0.11	0.11	0.11	0.36	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.11	0.90	1.04	21.77	0.59	0.31	12.62	2.03	1.22	25.88	0.20	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.54	0.30	0.88	0.49	0.13	0.67	0.64	0.32	0.91	0.30	0.54
d, Delay for Lane Group [s/veh]	64.88	22.97	20.34	68.05	15.23	11.78	65.28	50.22	47.96	70.58	35.07	38.34
Lane Group LOS	E	C	C	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.11	7.47	3.49	7.46	6.58	1.36	1.24	2.80	1.22	9.56	2.71	4.75
50th-Percentile Queue Length [ft/ln]	27.83	186.87	87.15	186.61	164.55	34.12	31.01	70.12	30.54	239.01	67.71	118.76
95th-Percentile Queue Length [veh/ln]	2.00	11.96	6.27	11.94	10.79	2.46	2.23	5.05	2.20	14.63	4.87	8.32
95th-Percentile Queue Length [ft/ln]	50.09	298.96	156.87	298.62	269.74	61.42	55.82	126.22	54.97	365.78	121.87	208.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.88	22.97	20.34	68.05	15.23	11.78	65.28	50.22	47.96	70.58	35.07	38.34
Movement LOS	E	C	C	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	23.57			21.80			51.84			49.64		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.27											
Intersection LOS	C											
Intersection V/C	0.582											

Emissions

Vehicle Miles Traveled [mph]	14.53	518.00	88.82	68.10	424.12	36.14	2.76	14.92	3.32	52.27	46.20	37.36
Stops [stops/h]	36.43	733.88	114.08	244.28	646.25	44.67	40.60	183.59	39.98	312.89	177.27	155.46
Fuel consumption [US gal/h]	1.41	32.71	5.35	8.53	26.97	2.08	1.12	4.95	1.07	9.76	5.58	4.80
CO [g/h]	98.77	2286.64	373.90	596.16	1885.41	145.70	78.10	346.02	74.77	682.27	389.96	335.34
NOx [g/h]	19.22	444.90	72.75	115.99	366.83	28.35	15.20	67.32	14.55	132.74	75.87	65.25
VOC [g/h]	22.89	529.95	86.65	138.17	436.96	33.77	18.10	80.19	17.33	158.12	90.38	77.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.437	3.403	2.667	2.909
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	655	582	636
d_b, Bicycle Delay [s]	32.07	24.89	27.65	25.57
l_b,int, Bicycle LOS Score for Intersection	2.419	2.553	1.815	2.213
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	60	150	7	67	251	31	48	126	116	1	84	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	2	4	29	85	30	115	0	5	123	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	178	10	77	303	119	82	252	126	6	215	42
Peak Hour Factor	0.9435	0.9435	0.9435	0.8756	0.8756	0.8756	0.8401	0.8401	0.8401	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	47	3	22	87	34	24	75	37	2	73	14
Total Analysis Volume [veh/h]	69	189	11	88	346	136	98	300	150	8	292	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	394	416	420	427	453	495	429	455	496	492	528
Degree of Utilization, x	0.18	0.24	0.24	0.21	0.76	0.27	0.23	0.66	0.30	0.02	0.66

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.63	0.93	0.92	0.77	6.53	1.11	0.87	4.69	1.26	0.05	4.81
95th-Percentile Queue Length [ft]	15.67	23.16	22.91	19.14	163.24	27.72	21.79	117.35	31.59	1.24	120.26
Approach Delay [s/veh]	13.93			24.57			19.55			21.54	
Approach LOS	B			C			C			C	
Intersection Delay [s/veh]	20.73										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	35.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	125	455	9	10	415	131	227	127	122	7	191	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	52	0	0	51	0	0	11
Total Hourly Volume [veh/h]	176	1205	58	81	1397	156	276	347	154	51	286	31
Peak Hour Factor	0.9427	0.9427	0.9427	0.9056	0.9056	0.9056	0.9714	0.9714	0.9714	0.8451	0.8451	0.8451
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	320	15	22	386	43	71	89	40	15	85	9
Total Analysis Volume [veh/h]	187	1278	62	89	1543	172	284	357	159	60	338	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	33	0	11	32	0	24	37	0	13	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	40	0	12	33	0	23	30	0	28	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	58	58	7	52	52	19	24	24	5	10	10
g / C, Green / Cycle	0.12	0.53	0.53	0.06	0.47	0.47	0.17	0.22	0.22	0.04	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.10	0.35	0.04	0.05	0.43	0.11	0.16	0.10	0.10	0.03	0.07	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	217	1908	852	113	1700	759	312	796	355	81	478	149
d1, Uniform Delay [s]	47.51	18.99	12.77	50.85	26.95	17.30	44.70	37.11	37.10	51.93	48.47	46.37
k, delay calibration	0.24	0.50	0.50	0.11	0.50	0.50	0.24	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.01	1.89	0.17	11.43	8.62	0.69	18.97	0.40	0.88	12.64	1.93	0.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.67	0.07	0.79	0.91	0.23	0.91	0.45	0.45	0.74	0.71	0.25
d, Delay for Lane Group [s/veh]	66.52	20.88	12.94	62.28	35.57	17.99	63.67	37.51	37.99	64.57	50.40	47.22
Lane Group LOS	E	C	B	E	D	B	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.01	11.22	0.74	2.71	19.00	2.57	9.04	4.10	3.70	1.89	3.03	0.96
50th-Percentile Queue Length [ft/ln]	150.28	280.54	18.47	67.66	474.91	64.33	225.97	102.58	92.55	47.22	75.72	24.00
95th-Percentile Queue Length [veh/ln]	10.03	16.72	1.33	4.87	26.14	4.63	13.97	7.39	6.66	3.40	5.45	1.73
95th-Percentile Queue Length [ft/ln]	250.80	417.88	33.25	121.79	653.61	115.80	349.23	184.64	166.59	84.99	136.29	43.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.52	20.88	12.94	62.28	35.57	17.99	63.67	37.51	37.99	64.57	50.40	47.22
Movement LOS	E	C	B	E	D	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	26.15			35.21			46.89			52.09		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	35.83											
Intersection LOS	D											
Intersection V/C	0.752											

Emissions

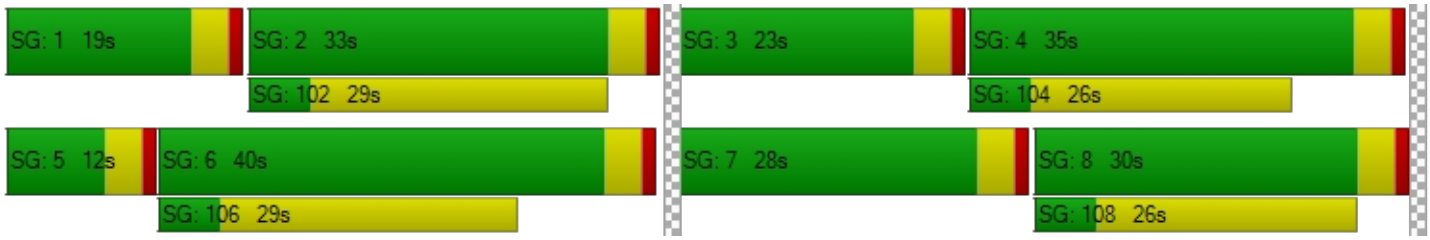
Vehicle Miles Traveled [mph]	12.18	83.26	4.04	7.05	122.21	13.62	30.95	38.90	17.33	30.23	170.30	18.64
Stops [stops/h]	196.73	734.50	24.18	88.58	1243.40	84.22	295.81	268.57	121.16	61.81	297.37	31.42
Fuel consumption [US gal/h]	5.39	17.42	0.60	2.47	30.82	2.14	7.69	6.76	3.04	2.48	12.49	1.33
CO [g/h]	377.09	1217.43	42.10	172.71	2154.07	149.85	537.80	472.29	212.49	173.24	872.91	93.11
NOx [g/h]	73.37	236.87	8.19	33.60	419.10	29.16	104.64	91.89	41.34	33.71	169.84	18.12
VOC [g/h]	87.39	282.15	9.76	40.03	499.23	34.73	124.64	109.46	49.25	40.15	202.31	21.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.311	3.383	2.975	2.802
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	527	473	564
d_b, Bicycle Delay [s]	24.89	29.82	32.07	28.37
l_b,int, Bicycle LOS Score for Intersection	2.836	3.091	2.262	1.805
Bicycle LOS	C	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	49.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	135	0	52	0	0	0	0	573	124	42	588	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	17	61	3	11	13	11	933	175	52	820	11
Peak Hour Factor	0.7625	0.7625	0.7625	0.6125	0.6125	0.6125	0.9369	0.9369	0.9369	0.7804	0.7804	0.7804
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	6	20	1	4	5	3	249	47	17	263	4
Total Analysis Volume [veh/h]	230	22	80	5	18	21	12	996	187	67	1051	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	413	362	394	419	419	436	385	410	410	411
Degree of Utilization, x	0.80	0.12	0.03	0.94	0.94	0.90	0.17	0.87	0.87	0.86

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	7.19	0.41	0.09	10.75	10.75	9.82	0.62	8.63	8.63	8.56
95th-Percentile Queue Length [ft]	179.80	10.29	2.35	268.8	268.8	245.4	15.52	215.6	215.6	214.0
Approach Delay [s/veh]	39.02	14.34	56.73				45.19			
Approach LOS	E	B	F				E			
Intersection Delay [s/veh]	49.03									
Intersection LOS	E									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	39.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	7	0	19	6	233	39	678	65	0	704	19
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	107	0	0	31	0	0	8
Total Hourly Volume [veh/h]	57	72	10	52	168	322	126	1039	92	9	963	24
Peak Hour Factor	0.8771	0.8771	0.8771	0.8074	0.8074	0.8074	0.8657	0.8657	0.8657	0.8526	0.8526	0.8526
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	21	3	16	52	100	36	300	27	3	282	7
Total Analysis Volume [veh/h]	65	82	11	64	208	399	146	1200	106	11	1129	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	42	0	17	54	0	11	40	40	5	34	34
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	37	0	9	36	0	19	43	43	11	35	35
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	37	36	36	5	35	10	42	51	1	34	42
g / C, Green / Cycle	0.37	0.36	0.36	0.05	0.35	0.10	0.42	0.51	0.01	0.34	0.42
(v / s)_i Volume / Saturation Flow Rate	0.08	0.04	0.01	0.04	0.36	0.08	0.33	0.07	0.01	0.31	0.02
s, saturation flow rate [veh/h]	826	1900	1615	1810	1703	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	90	681	579	83	600	179	1526	830	25	1218	682
d1, Uniform Delay [s]	51.11	21.51	20.72	47.20	32.38	44.15	25.01	12.66	48.90	31.97	16.97
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.36	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	39.97	0.36	0.06	14.06	39.76	8.64	0.93	0.23	11.17	3.63	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.12	0.02	0.77	1.01	0.81	0.79	0.13	0.43	0.93	0.04
d, Delay for Lane Group [s/veh]	91.08	21.87	20.78	61.26	72.14	52.79	25.94	12.89	60.07	35.59	16.99
Lane Group LOS	F	C	C	E	F	D	C	B	E	D	B
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.00	1.35	0.18	1.85	19.98	3.84	11.40	1.18	0.34	12.80	0.36
50th-Percentile Queue Length [ft/ln]	50.07	33.72	4.38	46.14	499.56	96.00	285.04	29.49	8.57	319.91	8.99
95th-Percentile Queue Length [veh/ln]	3.61	2.43	0.32	3.32	27.54	6.91	16.94	2.12	0.62	18.66	0.65
95th-Percentile Queue Length [ft/ln]	90.13	60.70	7.88	83.05	688.49	172.79	423.48	53.09	15.42	466.58	16.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	91.08	21.87	20.78	61.26	72.14	72.14	52.79	25.94	12.89	60.07	35.59	16.99
Movement LOS	F	C	C	E	E	E	D	C	B	E	D	B
d_A, Approach Delay [s/veh]	50.27			71.10			27.69			35.38		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	39.77											
Intersection LOS	D											
Intersection V/C	0.754											

Emissions

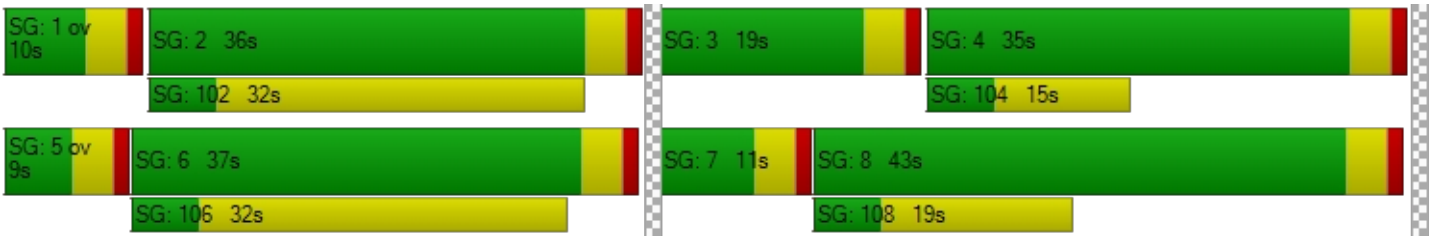
Vehicle Miles Traveled [mph]	16.38	20.66	2.77	32.14	304.82	13.40	110.17	9.73	2.73	280.08	6.95
Stops [stops/h]	72.11	48.56	6.31	66.44	719.36	138.23	820.92	42.47	12.34	921.35	12.95
Fuel consumption [US gal/h]	2.28	1.48	0.20	2.73	28.30	3.75	20.32	1.14	0.38	29.23	0.50
CO [g/h]	159.17	103.71	13.66	190.52	1978.37	261.89	1420.24	79.66	26.66	2043.44	34.67
NOx [g/h]	30.97	20.18	2.66	37.07	384.92	50.95	276.33	15.50	5.19	397.58	6.74
VOC [g/h]	36.89	24.04	3.17	44.15	458.51	60.69	329.15	18.46	6.18	473.59	8.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.268	2.607	3.314	3.125
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	640	780	620
d_b, Bicycle Delay [s]	22.45	23.12	18.61	23.81
l_b,int, Bicycle LOS Score for Intersection	1.825	2.843	2.783	2.530
Bicycle LOS	A	C	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	136	0	0	0	0	0	0	801	109	0	983	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	35	0	0	86	0	0	1
Total Hourly Volume [veh/h]	274	34	7	17	74	106	35	1286	257	9	1458	4
Peak Hour Factor	0.9167	0.9167	0.9167	0.7870	0.7870	0.7870	0.8687	0.8687	0.8687	0.9239	0.9239	0.9239
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	9	2	5	24	34	10	370	74	2	395	1
Total Analysis Volume [veh/h]	299	37	8	22	94	135	40	1480	296	10	1578	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	5	37	0	5	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	9	38	0	12	41	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	3	40	40	1	38	38
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.04	0.49	0.49	0.01	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.26	0.02	0.02	0.13	0.02	0.41	0.18	0.01	0.44	0.00
s, saturation flow rate [veh/h]	1170	1842	1383	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	343	630	506	589	67	1788	798	25	1703	760
d1, Uniform Delay [s]	32.67	17.75	19.88	19.98	37.92	17.32	12.53	39.12	19.87	11.23
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	24.84	0.22	0.16	1.93	8.10	1.03	0.29	9.99	2.67	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.07	0.04	0.39	0.59	0.83	0.37	0.40	0.93	0.01
d, Delay for Lane Group [s/veh]	57.50	17.97	20.05	21.91	46.01	18.35	12.82	49.11	22.54	11.23
Lane Group LOS	E	B	C	C	D	B	B	D	C	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.01	0.56	0.30	3.30	0.88	9.85	2.84	0.25	12.09	0.03
50th-Percentile Queue Length [ft/ln]	200.35	13.98	7.39	82.44	22.02	246.15	70.97	6.35	302.22	0.84
95th-Percentile Queue Length [veh/ln]	12.66	1.01	0.53	5.94	1.59	14.99	5.11	0.46	17.79	0.06
95th-Percentile Queue Length [ft/ln]	316.42	25.16	13.30	148.40	39.64	374.80	127.75	11.43	444.77	1.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.50	17.97	17.97	20.05	21.91	21.91	46.01	18.35	12.82	49.11	22.54	11.23
Movement LOS	E	B	B	C	C	C	D	B	B	D	C	B
d_A, Approach Delay [s/veh]	52.33			21.75			18.06			22.68		
Approach LOS	D			C			B			C		
d_I, Intersection Delay [s/veh]	23.07											
Intersection LOS	C											
Intersection V/C	0.714											

Emissions

Vehicle Miles Traveled [mph]	101.57	15.29	5.32	55.35	4.68	173.32	34.66	0.82	129.32	0.33
Stops [stops/h]	360.63	25.16	13.30	148.40	39.64	886.13	127.75	11.43	1087.98	1.50
Fuel consumption [US gal/h]	10.68	0.96	0.41	4.46	1.03	22.49	3.55	0.27	25.20	0.04
CO [g/h]	746.50	67.05	28.72	311.85	71.86	1571.84	248.06	18.89	1761.32	2.73
NOx [g/h]	145.24	13.05	5.59	60.67	13.98	305.82	48.26	3.67	342.69	0.53
VOC [g/h]	173.01	15.54	6.66	72.27	16.65	364.29	57.49	4.38	408.20	0.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.400	2.145	3.959	3.238
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	850	925
d_b, Bicycle Delay [s]	18.23	18.23	13.23	11.56
l_b,int, Bicycle LOS Score for Intersection	2.131	2.032	3.129	2.874
Bicycle LOS	B	B	C	C

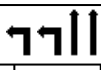
Sequence

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

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	27.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	330	0	0	0	107	580	0	0	523	596
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	129	0	0	0	0	0	0	0	0	219
Total Hourly Volume [veh/h]	107	3	386	0	0	0	157	1149	0	0	982	657
Peak Hour Factor	0.8655	0.8655	0.8655	1.0000	1.0000	1.0000	0.9008	0.9008	1.0000	1.0000	0.8591	0.8591
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	1	111	0	0	0	44	319	0	0	286	191
Total Analysis Volume [veh/h]	124	3	446	0	0	0	174	1276	0	0	1143	765
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	0	0	5	52	0	0	43	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	42	0	0	0	0	10	68	0	0	58	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	110	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	38		6	64	54	54
g / C, Green / Cycle	0.35	0.35	0.35		0.05	0.58	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.05		0.05	0.35	0.32	0.47
s, saturation flow rate [veh/h]	1810	1814	8500		3514	3618	3618	1615
c, Capacity [veh/h]	630	631	2960		192	2095	1766	788
d1, Uniform Delay [s]	24.22	24.22	24.66		51.72	15.06	21.06	27.38
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.45
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.32	0.32	0.11		14.74	0.29	0.40	23.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.10	0.15		0.91	0.61	0.65	0.97
d, Delay for Lane Group [s/veh]	24.53	24.53	24.77		66.46	15.34	21.47	51.24
Lane Group LOS	C	C	C		E	B	C	D
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.18	1.18	8.10		2.71	9.26	10.76	23.78
50th-Percentile Queue Length [ft/ln]	29.38	29.44	202.55		67.76	231.38	269.05	594.45
95th-Percentile Queue Length [veh/ln]	2.12	2.12	12.77		4.88	14.24	16.14	31.78
95th-Percentile Queue Length [ft/ln]	52.88	52.98	319.25		121.96	356.11	403.55	794.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.53	24.53	24.77	0.00	0.00	0.00	66.46	15.34	0.00	0.00	21.47	51.24
Movement LOS	C	C	C				E	B			C	D
d_A, Approach Delay [s/veh]	24.72			0.00			21.48			33.41		
Approach LOS	C			A			C			C		
d_I, Intersection Delay [s/veh]	27.74											
Intersection LOS	C											
Intersection V/C	0.576											

Emissions

Vehicle Miles Traveled [mph]	9.50	9.52	66.77		25.01	183.40	133.85	89.59
Stops [stops/h]	38.45	38.53	265.15		177.40	605.78	704.42	778.19
Fuel consumption [US gal/h]	0.92	0.92	6.46		5.42	17.80	14.40	15.96
CO [g/h]	64.31	64.45	451.67		378.58	1244.43	1006.24	1115.90
NOx [g/h]	12.51	12.54	87.88		73.66	242.12	195.78	217.11
VOC [g/h]	14.91	14.94	104.68		87.74	288.41	233.21	258.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	46.37	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.329	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	691	0	1164	982
d_b, Bicycle Delay [s]	23.56	55.00	9.62	14.25
l_b,int, Bicycle LOS Score for Intersection	2.718	4.132	2.756	3.314
Bicycle LOS	B	D	C	C

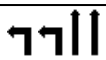
Sequence

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

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	343	1	34	0	228	87	292	160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	465	0	70	0	204	107	452	140	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	27	0	0	51	0	0	0
Total Hourly Volume [veh/h]	0	0	18	839	1	80	0	453	151	770	314	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9087	0.9087	0.9087	1.0000	0.9128	0.9128	0.8958	0.8958	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	231	0	22	0	124	41	215	88	0
Total Analysis Volume [veh/h]	0	0	18	923	1	88	0	496	165	860	351	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	16	0	0	10	0	22	36	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	28	0	0	15	0	17	32	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		19	19	19	11	11	18	33
g / C, Green / Cycle		0.31	0.31	0.31	0.19	0.19	0.30	0.56
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.05	0.14	0.10	0.24	0.10
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		562	562	502	677	302	1061	2011
d1, Uniform Delay [s]		19.14	19.14	15.08	22.97	22.07	19.35	6.55
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		12.74	12.73	0.76	1.55	1.53	1.54	0.04
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.82	0.82	0.18	0.73	0.55	0.81	0.17
d, Delay for Lane Group [s/veh]		31.88	31.87	15.84	24.52	23.60	20.89	6.59
Lane Group LOS		C	C	B	C	C	C	A
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		7.06	7.06	0.87	3.01	1.96	4.81	0.75
50th-Percentile Queue Length [ft/ln]		176.48	176.45	21.67	75.35	49.07	120.20	18.82
95th-Percentile Queue Length [veh/ln]		11.42	11.42	1.56	5.43	3.53	8.40	1.35
95th-Percentile Queue Length [ft/ln]		285.41	285.38	39.00	135.63	88.33	210.10	33.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.87	31.87	15.84	0.00	24.52	23.60	20.89	6.59	0.00
Movement LOS				C	C	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			30.48			24.29			16.74		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	23.29											
Intersection LOS	C											
Intersection V/C	0.637											

Emissions

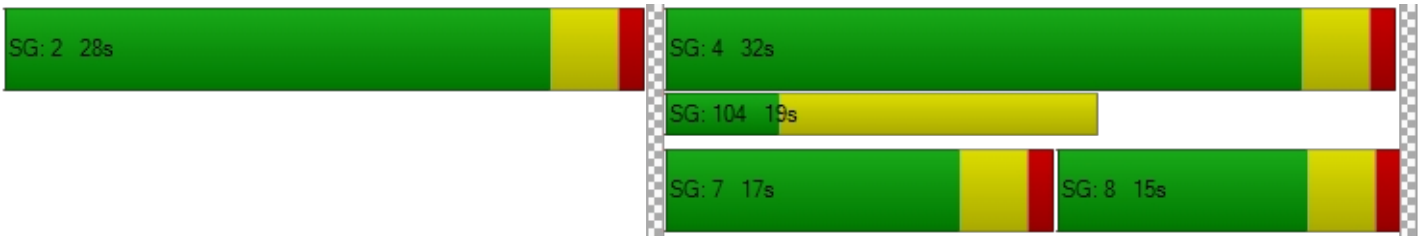
Vehicle Miles Traveled [mph]		30.97	30.97	5.90	56.47	18.78	123.61	50.45
Stops [stops/h]		423.54	423.48	52.00	361.69	117.77	576.94	90.32
Fuel consumption [US gal/h]		8.27	8.27	1.01	8.91	2.90	15.07	3.32
CO [g/h]		577.88	577.79	70.31	622.61	202.76	1053.11	232.29
NOx [g/h]		112.44	112.42	13.68	121.14	39.45	204.90	45.20
VOC [g/h]		133.93	133.91	16.29	144.30	46.99	244.07	53.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.410		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	800		367	933
d_b, Bicycle Delay [s]	30.00	10.80		20.01	8.53
l_b,int, Bicycle LOS Score for Intersection	4.132	3.274		2.147	2.559
Bicycle LOS	D	C		B	B

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	30.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	70	162	30	50	277	34	51	352	105	64	327	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	69	9	0	3	25	6	6	22	24	0	21	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	11	0	0	35	0	0	9
Total Hourly Volume [veh/h]	145	186	25	58	327	32	62	406	103	70	377	28
Peak Hour Factor	0.7846	0.7846	0.7846	0.8624	0.8624	0.8624	0.8872	0.8872	0.8872	0.8643	0.8643	0.8643
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	59	8	17	95	9	17	114	29	20	109	8
Total Analysis Volume [veh/h]	185	237	32	67	379	37	70	458	116	81	436	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	31	0	6	26	0	5	22	0	5	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	31	0	12	30	0	11	27	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	43	4	37	37	4	13	13	5	13	13
g / C, Green / Cycle	0.11	0.53	0.53	0.05	0.47	0.47	0.05	0.16	0.16	0.06	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.10	0.07	0.07	0.04	0.11	0.11	0.04	0.13	0.07	0.04	0.12	0.02
s, saturation flow rate [veh/h]	1810	1900	1822	1810	1900	1842	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	204	1010	968	89	889	862	91	584	261	105	611	273
d1, Uniform Delay [s]	35.09	9.46	9.47	37.55	12.72	12.74	37.51	32.21	30.31	37.16	31.42	28.19
k, delay calibration	0.21	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.46	0.28	0.29	11.99	0.63	0.65	12.43	2.37	1.19	11.30	1.57	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.14	0.14	0.75	0.24	0.24	0.77	0.78	0.45	0.77	0.71	0.12
d, Delay for Lane Group [s/veh]	58.55	9.74	9.76	49.54	13.35	13.39	49.94	34.58	31.50	48.46	32.99	28.38
Lane Group LOS	E	A	A	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.66	1.08	1.05	1.52	2.11	2.06	1.59	4.15	1.97	1.80	3.83	0.50
50th-Percentile Queue Length [ft/ln]	116.40	27.05	26.36	37.98	52.63	51.58	39.82	103.65	49.28	45.06	95.74	12.53
95th-Percentile Queue Length [veh/ln]	8.19	1.95	1.90	2.73	3.79	3.71	2.87	7.46	3.55	3.24	6.89	0.90
95th-Percentile Queue Length [ft/ln]	204.87	48.70	47.45	68.36	94.73	92.85	71.68	186.58	88.70	81.11	172.32	22.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.55	9.75	9.76	49.54	13.37	13.39	49.94	34.58	31.50	48.46	32.99	28.38
Movement LOS	E	A	A	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	29.64			18.39			35.69			35.00		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	30.30											
Intersection LOS	C											
Intersection V/C	0.385											

Emissions

Vehicle Miles Traveled [mph]	92.70	68.41	66.39	33.54	105.34	102.90	35.43	231.80	58.71	13.47	72.49	5.32
Stops [stops/h]	209.52	48.70	47.45	68.36	94.73	92.85	71.68	373.15	88.70	81.11	344.65	22.55
Fuel consumption [US gal/h]	7.99	3.22	3.13	2.67	5.36	5.24	2.82	15.81	3.86	2.27	9.70	0.65
CO [g/h]	558.30	225.16	218.70	186.98	374.68	366.39	196.91	1104.97	269.73	158.59	677.82	45.27
NOx [g/h]	108.62	43.81	42.55	36.38	72.90	71.29	38.31	214.99	52.48	30.86	131.88	8.81
VOC [g/h]	129.39	52.18	50.69	43.33	86.84	84.91	45.63	256.09	62.51	36.75	157.09	10.49

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.621	2.557	2.827	2.735
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	675	650	575	550
d_b, Bicycle Delay [s]	17.56	18.23	20.31	21.03
l_b,int, Bicycle LOS Score for Intersection	1.941	1.967	2.120	2.020
Bicycle LOS	A	A	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	57.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.845

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	153	644	137	192	794	31	23	264	188	131	230	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	467	0	0	474	64	104	52	84	62	34	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	25	0	0	72	0	0	26
Total Hourly Volume [veh/h]	293	1169	103	209	1339	73	129	340	217	205	285	79
Peak Hour Factor	0.9266	0.9266	0.9266	0.9141	0.9141	0.9141	0.9141	0.9141	0.9141	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	315	28	57	366	20	35	93	59	54	75	21
Total Analysis Volume [veh/h]	316	1262	111	229	1465	80	141	372	237	215	298	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	16	50	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	30	0	16	32	0	14	30	0	14	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	36	36	12	38	38	9	16	16	10	17	17
g / C, Green / Cycle	0.11	0.40	0.40	0.13	0.42	0.42	0.10	0.18	0.18	0.11	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.17	0.24	0.07	0.13	0.40	0.05	0.08	0.10	0.15	0.12	0.08	0.05
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	201	2067	645	241	1525	681	174	645	288	201	699	312
d1, Uniform Delay [s]	40.00	21.46	17.43	38.70	25.29	15.83	39.85	33.86	35.61	40.00	31.93	30.89
k, delay calibration	0.50	0.50	0.50	0.21	0.50	0.50	0.17	0.11	0.11	0.41	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	279.88	1.35	0.58	27.06	15.36	0.35	13.20	0.82	5.85	77.38	0.41	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.57	0.61	0.17	0.95	0.96	0.12	0.81	0.58	0.82	1.07	0.43	0.27
d, Delay for Lane Group [s/veh]	319.88	22.82	18.01	65.76	40.65	16.19	53.05	34.68	41.46	117.38	32.34	31.34
Lane Group LOS	F	C	B	E	D	B	D	C	D	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.85	6.62	1.47	6.56	16.64	0.98	3.55	3.60	5.19	8.70	2.85	1.55
50th-Percentile Queue Length [ft/ln]	496.28	165.42	36.65	163.99	415.96	24.54	88.73	89.93	129.73	217.39	71.25	38.83
95th-Percentile Queue Length [veh/ln]	31.58	10.84	2.64	10.76	23.33	1.77	6.39	6.47	8.92	13.90	5.13	2.80
95th-Percentile Queue Length [ft/ln]	789.58	270.88	65.96	269.00	583.20	44.17	159.71	161.87	223.12	347.50	128.25	69.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	319.88	22.82	18.01	65.76	40.65	16.19	53.05	34.68	41.46	117.38	32.34	31.34
Movement LOS	F	C	B	E	D	B	D	C	D	F	C	C
d_A, Approach Delay [s/veh]	78.08			42.79			40.28			62.88		
Approach LOS	E			D			D			E		
d_I, Intersection Delay [s/veh]	57.28											
Intersection LOS	E											
Intersection V/C	0.845											

Emissions

Vehicle Miles Traveled [mph]	16.91	67.55	5.94	100.90	645.51	35.25	13.61	35.91	22.88	108.82	150.82	42.01
Stops [stops/h]	794.05	794.00	58.63	262.39	1331.08	39.26	141.96	287.77	207.56	347.82	228.00	62.13
Fuel consumption [US gal/h]	31.02	18.05	1.34	9.79	50.80	1.96	3.75	7.43	5.36	11.54	9.43	2.60
CO [g/h]	2168.21	1261.52	93.63	683.99	3550.66	137.00	262.39	519.66	374.96	806.36	659.15	181.87
NOx [g/h]	421.86	245.45	18.22	133.08	690.83	26.66	51.05	101.11	72.95	156.89	128.25	35.39
VOC [g/h]	502.50	292.37	21.70	158.52	822.90	31.75	60.81	120.44	86.90	186.88	152.76	42.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.454	3.323	2.932	2.714
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	622	578	578
d_b, Bicycle Delay [s]	22.76	21.36	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.507	3.044	2.238	2.073
Bicycle LOS	B	C	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	78.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	41	0	59	26	0	17	20	339	0	0	231	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	0	62	82	22	27	65	0	0	26	72
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	89	64	90	82	41	49	435	0	0	278	87
Peak Hour Factor	1.0000	1.0000	1.0000	0.8077	1.0000	0.8077	0.8800	0.8800	0.8800	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	22	16	28	21	13	14	124	0	0	84	26
Total Analysis Volume [veh/h]	45	89	64	111	82	51	56	494	0	0	336	105
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.41	0.08	0.74	0.35	0.06	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	35.95	32.15	20.42	78.34	28.04	17.25	8.35	0.00	0.00	8.33	0.00	0.00
Movement LOS	E	D	C	F	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.09	2.57	2.57	4.49	1.96	1.96	0.16	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	27.18	64.17	64.17	112.35	48.93	48.93	3.91	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.22			48.67			0.85			0.00		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	12.65											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	138	82	1	172	180	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	71	0	7	72	8	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	89	8	259	204	138
Peak Hour Factor	0.7801	0.7801	0.8788	0.8788	0.8652	0.8652
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	29	2	74	59	40
Total Analysis Volume [veh/h]	283	114	9	295	236	159
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	524	630	491	527	527	536	536	599
Degree of Utilization, x	0.54	0.18	0.02	0.28	0.28	0.22	0.22	0.27

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.19	0.66	0.06	1.14	1.14	0.83	0.83	1.06
95th-Percentile Queue Length [ft]	79.73	16.38	1.40	28.47	28.47	20.86	20.86	26.58
Approach Delay [s/veh]	15.15		12.11			11.13		
Approach LOS	C		B			B		
Intersection Delay [s/veh]	12.86							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.357

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	90	2	169	119	187	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	30	41	67	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	32	0	0	0	93
Total Hourly Volume [veh/h]	224	0	225	197	204	0
Peak Hour Factor	0.8214	0.8214	0.8944	0.8944	0.7950	0.7950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	0	63	55	64	0
Total Analysis Volume [veh/h]	273	0	252	220	257	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	19	33	19	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	0	27	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	34	34	34	34	34	34
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	6	20	7	7
g / C, Green / Cycle	0.27	0.27	0.19	0.58	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.14	0.06	0.14	0.00
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	979	437	341	2081	348	310
d1, Uniform Delay [s]	9.90	0.00	13.17	3.30	13.09	0.00
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.00	3.14	0.02	3.08	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.00	0.74	0.11	0.74	0.00
d, Delay for Lane Group [s/veh]	10.06	0.00	16.31	3.33	16.17	0.00
Lane Group LOS	B	A	B	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.52	0.00	1.52	0.06	1.74	0.00
50th-Percentile Queue Length [ft/ln]	12.95	0.00	37.93	1.55	43.47	0.00
95th-Percentile Queue Length [veh/ln]	0.93	0.00	2.73	0.11	3.13	0.00
95th-Percentile Queue Length [ft/ln]	23.31	0.00	68.28	2.79	78.25	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.06	0.00	16.31	3.33	16.17	0.00
Movement LOS	B	A	B	A	B	A
d_A, Approach Delay [s/veh]	10.06		10.26		16.17	
Approach LOS	B		B		B	
d_I, Intersection Delay [s/veh]	11.72					
Intersection LOS	B					
Intersection V/C	0.357					

Emissions

Vehicle Miles Traveled [mph]	39.31	0.00	46.44	40.54	17.57	0.00
Stops [stops/h]	108.90	0.00	159.51	13.02	182.80	0.00
Fuel consumption [US gal/h]	3.26	0.00	4.41	1.70	2.58	0.00
CO [g/h]	227.90	0.00	308.36	118.86	180.29	0.00
NOx [g/h]	44.34	0.00	60.00	23.13	35.08	0.00
VOC [g/h]	52.82	0.00	71.46	27.55	41.78	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	759	2336	1285
d_b, Bicycle Delay [s]	6.59	0.48	2.19
l_b,int, Bicycle LOS Score for Intersection	1.811	1.949	1.560
Bicycle LOS	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	39	189	37	81	247	77	50	146	59	13	101	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	72	0	0	49	0	0	18	13	0	10	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	278	37	88	318	84	55	177	77	14	120	61
Peak Hour Factor	0.8588	0.8588	0.8588	0.8821	0.8821	0.8821	0.8231	0.8231	0.8231	0.8039	0.8039	0.8039
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	81	11	25	90	24	17	54	23	4	37	19
Total Analysis Volume [veh/h]	85	324	43	100	361	95	67	215	94	17	149	76
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	454	483	493	462	492	512	492	538	467	496	541
Degree of Utilization, x	0.19	0.38	0.37	0.22	0.46	0.45	0.14	0.58	0.04	0.30	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.68	1.76	1.70	0.81	2.41	2.26	0.47	3.61	0.11	1.25	0.49
95th-Percentile Queue Length [ft]	17.05	43.95	42.60	20.35	60.26	56.58	11.74	90.13	2.83	31.33	12.15
Approach Delay [s/veh]	14.09			15.15			16.85		12.07		
Approach LOS	B			C			C		B		
Intersection Delay [s/veh]	14.79										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	55	804	189	48	941	29	45	25	54	207	15	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	793	0	32	782	2	1	0	8	0	6	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	206	0	0	34	0	0	67	0	0	79
Total Hourly Volume [veh/h]	68	1669	0	84	1808	0	50	27	0	226	22	0
Peak Hour Factor	0.9319	0.9319	0.9319	0.8802	0.8802	0.8802	0.8576	0.8576	0.8576	0.8506	0.8506	0.8506
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	448	0	24	514	0	15	8	0	66	6	0
Total Analysis Volume [veh/h]	73	1791	0	95	2054	0	58	31	0	266	26	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	23	0	0	14	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	45	45	37	37	37	9	14	14	14
g / C, Green / Cycle	0.05	0.57	0.57	0.46	0.46	0.46	0.11	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.32	0.32	0.35	0.40	0.00	0.05	0.15	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	268	5176	1615	1840	1810	1900	1615
c, Capacity [veh/h]	95	2046	1075	147	2396	748	199	319	335	285
d1, Uniform Delay [s]	37.41	11.17	11.17	34.94	19.12	0.00	33.45	31.81	27.51	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.00	1.18	2.23	19.97	4.23	0.00	1.58	5.67	0.10	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.57	0.57	0.65	0.86	0.00	0.45	0.83	0.08	0.00
d, Delay for Lane Group [s/veh]	49.41	12.35	13.40	54.91	23.35	0.00	35.02	37.48	27.61	0.00
Lane Group LOS	D	B	B	D	C	A	D	D	C	A
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.70	6.20	6.83	2.59	10.41	0.00	1.69	5.39	0.42	0.00
50th-Percentile Queue Length [ft/ln]	42.50	155.01	170.67	64.67	260.22	0.00	42.32	134.67	10.55	0.00
95th-Percentile Queue Length [veh/ln]	3.06	10.28	11.11	4.66	15.70	0.00	3.05	9.19	0.76	0.00
95th-Percentile Queue Length [ft/ln]	76.51	257.10	277.80	116.41	392.49	0.00	76.17	229.83	18.99	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.41	12.71	13.40	54.91	23.35	0.00	35.02	35.02	35.02	37.48	27.61	0.00
Movement LOS	D	B	B	D	C	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	14.15			24.75			35.02			36.60		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	21.25											
Intersection LOS	C											
Intersection V/C	0.633											

Emissions

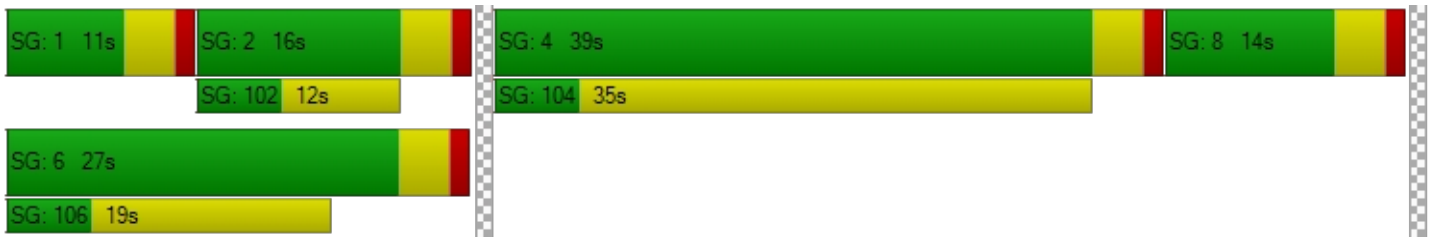
Vehicle Miles Traveled [mph]	36.43	586.05	307.80	9.19	198.74	0.00	7.10	134.38	13.14	0.00
Stops [stops/h]	76.51	558.02	307.21	116.41	1405.18	0.00	76.17	242.40	18.99	0.00
Fuel consumption [US gal/h]	2.66	30.16	16.05	2.82	34.05	0.00	1.25	9.00	0.81	0.00
CO [g/h]	185.69	2108.18	1121.93	197.40	2379.76	0.00	87.07	629.22	56.59	0.00
NOx [g/h]	36.13	410.18	218.29	38.41	463.02	0.00	16.94	122.42	11.01	0.00
VOC [g/h]	43.03	488.59	260.02	45.75	551.53	0.00	20.18	145.83	13.12	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.521	1.923	2.517
Crosswalk LOS	F	D	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.698	2.760	1.817	2.172
Bicycle LOS	B	C	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	8	8	0	19	20	135	6	8	130	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	42	0	0	21	0	0	5	0	0	13
Total Hourly Volume [veh/h]	45	114	127	53	58	61	69	739	16	180	722	39
Peak Hour Factor	0.8780	0.8780	0.8780	0.8608	0.8608	0.8608	0.8955	0.8955	0.8955	0.7629	0.7629	0.7629
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	32	36	15	17	18	19	206	4	59	237	13
Total Analysis Volume [veh/h]	51	130	145	62	67	71	77	825	18	236	946	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	11	28	0	11	26	0	15	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	22	0	19	32	0	18	25	0	24	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	33	4	34	34	5	23	23	14	32	32
g / C, Green / Cycle	0.04	0.37	0.05	0.37	0.37	0.06	0.26	0.26	0.15	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.03	0.16	0.03	0.04	0.04	0.04	0.23	0.01	0.13	0.26	0.03
s, saturation flow rate [veh/h]	1810	1738	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	73	639	84	710	603	103	925	413	276	1272	568
d1, Uniform Delay [s]	42.65	21.38	42.38	18.30	18.47	41.82	32.29	25.21	37.17	25.62	19.54
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.47	2.11	11.91	0.26	0.40	10.44	3.24	0.04	9.08	0.88	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.43	0.74	0.09	0.12	0.75	0.89	0.04	0.86	0.74	0.09
d, Delay for Lane Group [s/veh]	54.12	23.49	54.29	18.56	18.86	52.26	35.53	25.25	46.24	26.50	19.60
Lane Group LOS	D	C	D	B	B	D	D	C	D	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.35	4.66	1.64	0.95	1.03	1.87	8.21	0.27	5.36	7.95	0.65
50th-Percentile Queue Length [ft/ln]	33.80	116.62	40.97	23.87	25.80	46.80	205.17	6.76	133.91	198.80	16.29
95th-Percentile Queue Length [veh/ln]	2.43	8.21	2.95	1.72	1.86	3.37	12.90	0.49	9.15	12.58	1.17
95th-Percentile Queue Length [ft/ln]	60.84	205.17	73.75	42.96	46.44	84.24	322.62	12.16	228.80	314.41	29.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.12	23.49	23.49	54.29	18.56	18.86	52.26	35.53	25.25	46.24	26.50	19.60
Movement LOS	D	C	C	D	B	B	D	D	C	D	C	B
d_A, Approach Delay [s/veh]	28.28			29.74			36.73			29.99		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.08											
Intersection LOS	C											
Intersection V/C	0.551											

Emissions

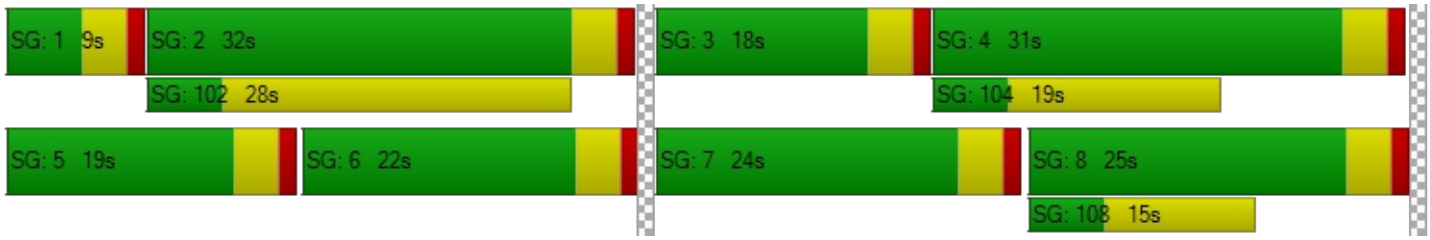
Vehicle Miles Traveled [mph]	7.15	38.58	8.63	9.33	9.88	38.53	412.86	9.01	61.65	247.12	13.32
Stops [stops/h]	54.08	186.59	65.56	38.19	41.28	74.88	656.53	10.81	214.25	636.15	26.07
Fuel consumption [US gal/h]	1.09	3.77	1.32	0.82	0.88	3.50	31.97	0.59	8.26	25.18	1.13
CO [g/h]	76.24	263.19	92.58	57.25	61.19	244.56	2234.73	41.56	577.56	1760.37	79.22
NOx [g/h]	14.83	51.21	18.01	11.14	11.90	47.58	434.80	8.09	112.37	342.50	15.41
VOC [g/h]	17.67	61.00	21.46	13.27	14.18	56.68	517.92	9.63	133.86	407.98	18.36

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.189	2.262	3.061	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	622	467	600
d_b, Bicycle Delay [s]	28.80	21.36	26.45	22.05
l_b,int, Bicycle LOS Score for Intersection	2.167	1.924	2.323	2.588
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	104	233	129	20	246	55	56	632	107	129	565	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	21	0	24	38	0	55	137	5	0	130	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	15	0	0	31	0	0	14
Total Hourly Volume [veh/h]	117	275	106	46	306	45	116	826	91	141	746	41
Peak Hour Factor	0.8158	0.8158	0.8158	0.9249	0.9249	0.9249	0.9147	0.9147	0.9147	0.8738	0.8738	0.8738
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	84	32	12	83	12	32	226	25	40	213	12
Total Analysis Volume [veh/h]	143	337	130	50	331	49	127	903	99	161	854	47
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	11	28	0	8	25	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	27	0	0	27	0	27	27	0	16	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	30	30	30	6	21	21	8	22	22
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.09	0.29	0.29	0.11	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.14	0.18	0.08	0.25	0.07	0.25	0.06	0.09	0.24	0.03
s, saturation flow rate [veh/h]	1019	1900	1615	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	296	803	683	785	170	1062	474	203	1128	504
d1, Uniform Delay [s]	20.08	14.18	12.69	15.20	30.89	23.28	18.61	30.27	21.70	17.07
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.57	1.61	0.62	2.74	6.36	2.02	0.22	6.79	1.06	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.42	0.19	0.55	0.75	0.85	0.21	0.79	0.76	0.09
d, Delay for Lane Group [s/veh]	25.65	15.79	13.31	17.94	37.26	25.30	18.82	37.06	22.76	17.15
Lane Group LOS	C	B	B	B	D	C	B	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.28	3.50	1.20	4.88	2.25	6.55	1.13	2.84	5.77	0.50
50th-Percentile Queue Length [ft/ln]	57.06	87.40	30.00	121.96	56.36	163.84	28.13	71.12	144.21	12.41
95th-Percentile Queue Length [veh/ln]	4.11	6.29	2.16	8.50	4.06	10.75	2.03	5.12	9.71	0.89
95th-Percentile Queue Length [ft/ln]	102.70	157.32	54.00	212.51	101.45	268.80	50.63	128.02	242.69	22.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.65	15.79	13.31	17.94	17.94	17.94	37.26	25.30	18.82	37.06	22.76	17.15
Movement LOS	C	B	B	B	B	B	D	C	B	D	C	B
d_A, Approach Delay [s/veh]	17.57			17.94			26.08			24.68		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	22.93											
Intersection LOS	C											
Intersection V/C	0.588											

Emissions

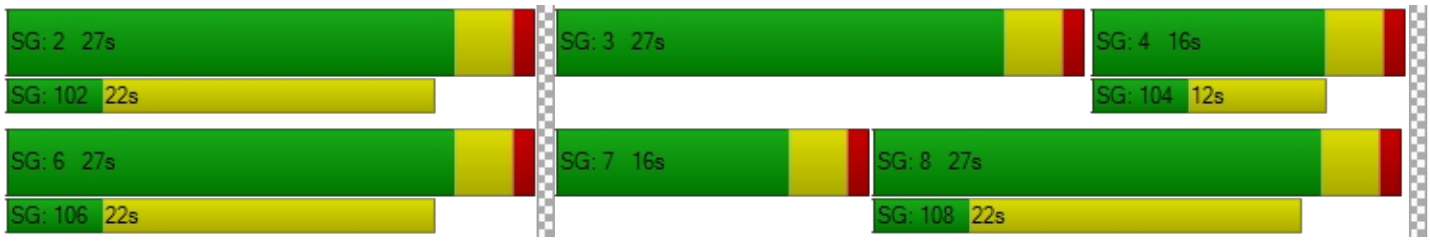
Vehicle Miles Traveled [mph]	54.03	127.33	49.12	216.04	64.25	456.84	50.08	80.57	427.38	23.52
Stops [stops/h]	117.37	179.79	61.71	250.88	115.94	674.10	57.86	146.31	593.34	25.52
Fuel consumption [US gal/h]	4.06	7.68	2.80	12.10	4.40	27.63	2.74	5.54	25.09	1.26
CO [g/h]	283.64	537.04	195.93	845.44	307.79	1931.68	191.65	387.09	1754.02	87.89
NOx [g/h]	55.19	104.49	38.12	164.49	59.88	375.84	37.29	75.31	341.27	17.10
VOC [g/h]	65.74	124.47	45.41	195.94	71.33	447.69	44.42	89.71	406.51	20.37

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.709	2.434	3.170	3.008
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	657	657	657	343
d_b, Bicycle Delay [s]	15.78	15.78	15.78	24.03
l_b,int, Bicycle LOS Score for Intersection	2.624	2.294	2.517	2.447
Bicycle LOS	B	B	B	B

Sequence

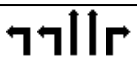
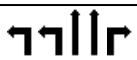
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	67.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	480	2	32	478	281	296	163	2	2	107	25
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	130	0	0	46	0	0	56
Total Hourly Volume [veh/h]	163	998	100	278	1076	391	610	767	136	228	599	166
Peak Hour Factor	0.9406	0.9406	0.9406	0.9342	0.9342	0.9342	0.8402	0.8402	0.8402	0.8991	0.8991	0.8991
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	265	27	74	288	105	182	228	40	63	167	46
Total Analysis Volume [veh/h]	173	1061	106	298	1152	419	726	913	162	254	666	185
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	36	0	12	36	0	17	45	0	11	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	40	0	16	36	0	21	50	0	14	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	48	48	12	47	47	17	34	34	10	27	27
g / C, Green / Cycle	0.11	0.40	0.40	0.10	0.39	0.39	0.14	0.28	0.28	0.08	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.07	0.08	0.32	0.15	0.21	0.25	0.10	0.07	0.18	0.11
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	202	1449	647	351	1408	1112	498	1023	457	293	812	362
d1, Uniform Delay [s]	52.38	30.51	23.07	53.10	32.85	26.24	51.50	41.28	34.31	54.34	44.23	40.76
k, delay calibration	0.22	0.50	0.50	0.11	0.50	0.50	0.23	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.10	3.31	0.54	5.70	5.41	0.97	211.36	2.97	0.47	7.69	2.13	1.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.73	0.16	0.85	0.82	0.38	1.46	0.89	0.35	0.87	0.82	0.51
d, Delay for Lane Group [s/veh]	70.48	33.81	23.62	58.80	38.26	27.21	262.86	44.26	34.77	62.04	46.36	41.87
Lane Group LOS	E	C	C	E	D	C	F	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.00	12.98	1.96	4.58	15.24	4.27	21.94	12.99	3.76	4.04	9.43	4.82
50th-Percentile Queue Length [ft/ln]	149.98	324.52	48.98	114.55	380.96	106.75	548.58	324.71	94.12	100.97	235.83	120.45
95th-Percentile Queue Length [veh/ln]	10.02	18.89	3.53	8.09	21.64	7.66	34.29	18.90	6.78	7.27	14.47	8.42
95th-Percentile Queue Length [ft/ln]	250.41	472.24	88.16	202.31	541.01	191.47	857.35	472.48	169.42	181.75	361.75	210.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.48	33.81	23.62	58.80	38.26	27.21	262.86	44.26	34.77	62.04	46.36	41.87
Movement LOS	E	C	C	E	D	C	F	D	C	E	D	D
d_A, Approach Delay [s/veh]	37.74			39.06			131.52			49.21		
Approach LOS	D			D			F			D		
d_I, Intersection Delay [s/veh]	67.84											
Intersection LOS	E											
Intersection V/C	0.805											

Emissions

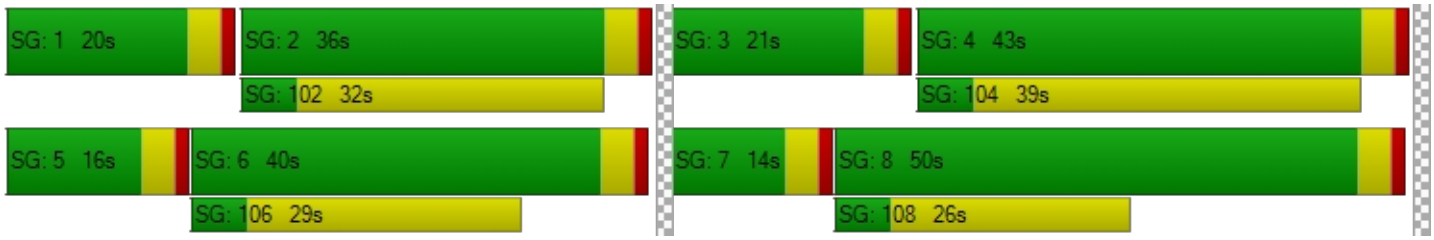
Vehicle Miles Traveled [mph]	65.13	399.44	39.91	148.72	574.93	209.11	161.70	203.35	36.08	128.50	336.94	93.59
Stops [stops/h]	179.98	778.85	58.77	274.92	914.31	256.20	1316.58	779.31	112.95	242.33	565.99	144.54
Fuel consumption [US gal/h]	6.95	30.68	2.61	12.08	40.04	12.67	57.55	23.16	3.55	10.19	23.91	6.35
CO [g/h]	485.90	2144.24	182.31	844.51	2799.09	885.88	4022.90	1619.02	248.03	712.27	1671.47	443.77
NOx [g/h]	94.54	417.19	35.47	164.31	544.60	172.36	782.71	315.00	48.26	138.58	325.21	86.34
VOC [g/h]	112.61	496.95	42.25	195.72	648.72	205.31	932.34	375.22	57.48	165.08	387.38	102.85

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.243	3.704	3.332	3.155
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	533	767	650
d_b, Bicycle Delay [s]	29.40	32.27	22.82	27.34
l_b,int, Bicycle LOS Score for Intersection	2.692	3.209	3.083	2.517
Bicycle LOS	B	C	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	62.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.589

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	196	0	1091	946	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0900	1.0000	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	84	0	695	631	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	298	0	1884	1662	53
Peak Hour Factor	1.0000	0.8099	1.0000	0.9633	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	92	0	489	454	14
Total Analysis Volume [veh/h]	0	368	0	1956	1816	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.59	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	62.07	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	5.85	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	146.28	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	62.07		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.44					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	63	4	409	0	0	0	54	686	0	0	750	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0000	1.0000	1.0000	1.0900	1.0900	1.0000	1.0000	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	431	0	0	0	95	265	0	0	455	260
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	219	0	0	0	0	0	0	0	0	169
Total Hourly Volume [veh/h]	131	4	658	0	0	0	154	1013	0	0	1273	508
Peak Hour Factor	0.9006	0.9006	0.9006	1.0000	1.0000	1.0000	0.8783	0.8783	1.0000	1.0000	0.9261	0.9261
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	1	183	0	0	0	44	288	0	0	344	137
Total Analysis Volume [veh/h]	145	4	731	0	0	0	175	1153	0	0	1375	549
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	23	0	0	0	0	9	49	0	0	36	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	27	0	0	0	0	13	53	0	0	40	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27		9	45	32	32
g / C, Green / Cycle	0.34	0.34		0.11	0.56	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.08	0.26		0.10	0.32	0.27	0.34
s, saturation flow rate [veh/h]	1812	2859		1810	3618	5176	1615
c, Capacity [veh/h]	611	964		204	2036	2071	646
d1, Uniform Delay [s]	19.14	23.60		34.88	11.23	19.60	21.80
k, delay calibration	0.50	0.50		0.27	0.11	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.95	5.57		21.59	0.25	0.37	7.81
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.76		0.86	0.57	0.66	0.85
d, Delay for Lane Group [s/veh]	20.09	29.17		56.47	11.48	19.97	29.61
Lane Group LOS	C	C		E	B	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.01	6.33		4.40	5.48	6.31	9.72
50th-Percentile Queue Length [ft/ln]	50.21	158.35		109.88	136.93	157.82	242.98
95th-Percentile Queue Length [veh/ln]	3.61	10.46		7.83	9.32	10.43	14.83
95th-Percentile Queue Length [ft/ln]	90.37	261.54		195.83	232.88	260.83	370.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.09	20.09	29.17	0.00	0.00	0.00	56.47	11.48	0.00	0.00	19.97	29.61
Movement LOS	C	C	C				E	B			B	C
d_A, Approach Delay [s/veh]	27.63			0.00			17.41			22.72		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	22.06											
Intersection LOS	C											
Intersection V/C	0.692											

Emissions

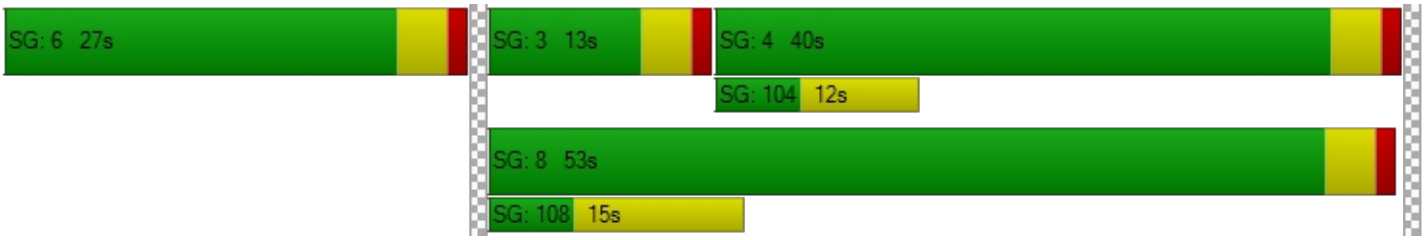
Vehicle Miles Traveled [mph]	25.90	127.06		14.50	95.52	75.57	30.17
Stops [stops/h]	90.37	570.06		197.78	492.94	852.22	437.36
Fuel consumption [US gal/h]	2.42	14.49		4.47	10.96	16.67	8.68
CO [g/h]	169.48	1012.93		312.67	765.90	1164.94	607.07
NOx [g/h]	32.98	197.08		60.83	149.02	226.65	118.11
VOC [g/h]	39.28	234.76		72.46	177.51	269.99	140.69

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.724	2.148	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	0	1225	900
d_b, Bicycle Delay [s]	20.31	40.00	6.01	12.10
l_b,int, Bicycle LOS Score for Intersection	3.373	4.132	2.655	2.711
Bicycle LOS	C	D	B	B

Sequence

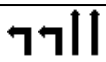
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	33.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0900	1.0900	1.0900	1.0000	1.0900	1.0900	1.0900	1.0900	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	263	0	62	0	97	95	454	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	38	0	0	45	0	0	0
Total Hourly Volume [veh/h]	0	0	0	794	1	114	0	393	134	984	428	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8912	0.8912	0.8912	1.0000	0.7591	0.7591	0.8880	0.8880	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	223	0	32	0	129	44	277	120	0
Total Analysis Volume [veh/h]	0	0	0	891	1	128	0	518	177	1108	482	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	27	0	0	24	0	27	55	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	34	0	0	28	0	28	56	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	25	21	21	32	57
g / C, Green / Cycle		0.28	0.28	0.28	0.23	0.23	0.36	0.64
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.08	0.18	0.20	0.32	0.13
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1743	3514	3618
c, Capacity [veh/h]		498	498	445	441	405	1262	2300
d1, Uniform Delay [s]		31.36	31.36	25.67	32.46	33.13	27.00	6.89
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		21.27	21.26	1.63	3.16	5.37	2.14	0.04
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.90	0.90	0.29	0.79	0.86	0.88	0.21
d, Delay for Lane Group [s/veh]		52.63	52.62	27.29	35.63	38.50	29.13	6.93
Lane Group LOS		D	D	C	D	D	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		11.69	11.69	2.26	7.13	7.49	10.63	1.62
50th-Percentile Queue Length [ft/ln]		292.37	292.32	56.41	178.32	187.18	265.73	40.41
95th-Percentile Queue Length [veh/ln]		17.30	17.30	4.06	11.51	11.97	15.98	2.91
95th-Percentile Queue Length [ft/ln]		432.58	432.52	101.54	287.82	299.37	399.40	72.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	52.62	52.62	27.29	0.00	36.57	38.50	29.13	6.93	0.00
Movement LOS				D	D	C		D	D	C	A	
d_A, Approach Delay [s/veh]	0.00			49.45			37.06			22.40		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	33.83											
Intersection LOS	C											
Intersection V/C	0.761											

Emissions

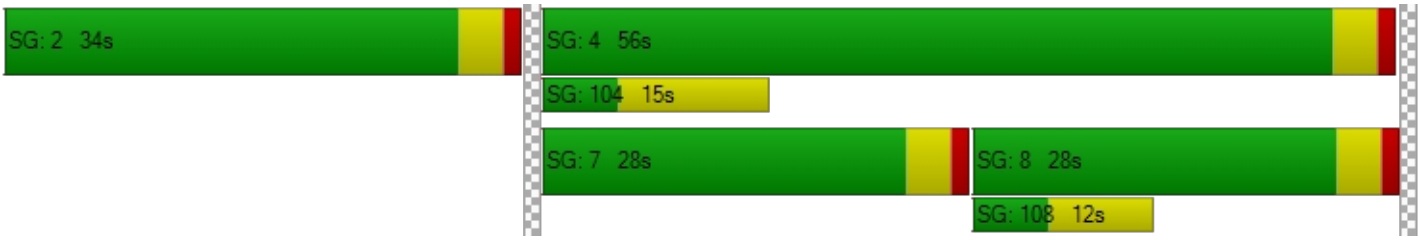
Vehicle Miles Traveled [mph]		38.56	38.56	11.07	92.10	92.10	91.79	39.93
Stops [stops/h]		467.79	467.72	90.26	285.31	299.49	850.34	129.30
Fuel consumption [US gal/h]		10.75	10.75	1.99	8.62	8.96	18.21	3.38
CO [g/h]		751.66	751.52	139.39	602.61	626.54	1272.86	236.30
NOx [g/h]		146.25	146.22	27.12	117.25	121.90	247.65	45.98
VOC [g/h]		174.21	174.17	32.30	139.66	145.21	295.00	54.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.365	2.454	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	667	533	1156
d_b, Bicycle Delay [s]	45.00	20.00	24.20	8.02
l_b,int, Bicycle LOS Score for Intersection	4.132	3.305	2.170	2.871
Bicycle LOS	D	C	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	30	13	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	460	10	35	445	39	46	17	47	5	14	26
Peak Hour Factor	0.7862	0.7862	0.7862	0.7814	0.7814	0.7814	0.7336	0.7336	0.7336	0.7685	0.7685	0.7685
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	146	3	11	142	12	16	6	16	2	5	8
Total Analysis Volume [veh/h]	52	585	13	45	570	50	63	23	64	7	18	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	542	587	590	543	588	599	522	518
Degree of Utilization, x	0.10	0.51	0.51	0.08	0.53	0.52	0.29	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	2.89	2.86	0.27	3.07	2.97	1.18	0.38
95th-Percentile Queue Length [ft]	7.92	72.16	71.52	6.75	76.87	74.32	29.50	9.58
Approach Delay [s/veh]	14.58			14.85			12.66	10.85
Approach LOS	B			B			B	B
Intersection Delay [s/veh]	14.37							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	724	68	88	781	53	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	499	12	0	481	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	22	0	0	0	18
Total Hourly Volume [veh/h]	1288	64	96	1332	71	52
Peak Hour Factor	0.8868	0.8868	0.9123	0.9123	0.7565	0.7565
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	363	18	26	365	23	17
Total Analysis Volume [veh/h]	1452	72	105	1460	94	69
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	11	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	15	34	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	5	47	5	5
g / C, Green / Cycle	0.64	0.64	0.08	0.78	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.40	0.41	0.06	0.40	0.05	0.04
s, saturation flow rate [veh/h]	1900	1869	1810	3618	1810	1615
c, Capacity [veh/h]	1214	1194	138	2829	153	137
d1, Uniform Delay [s]	6.52	6.60	27.18	2.39	26.51	26.26
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.46	2.61	8.33	0.68	3.95	2.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.64	0.76	0.52	0.61	0.50
d, Delay for Lane Group [s/veh]	8.98	9.21	35.51	3.07	30.46	29.12
Lane Group LOS	A	A	D	A	C	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.92	3.99	1.64	0.33	1.42	1.02
50th-Percentile Queue Length [ft/ln]	98.05	99.85	40.97	8.29	35.46	25.44
95th-Percentile Queue Length [veh/ln]	7.06	7.19	2.95	0.60	2.55	1.83
95th-Percentile Queue Length [ft/ln]	176.49	179.73	73.74	14.91	63.83	45.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.09	9.21	35.51	3.07	30.46	29.12
Movement LOS	A	A	D	A	C	C
d_A, Approach Delay [s/veh]	9.10		5.24		29.89	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.28					
Intersection LOS	A					
Intersection V/C	0.518					

Emissions

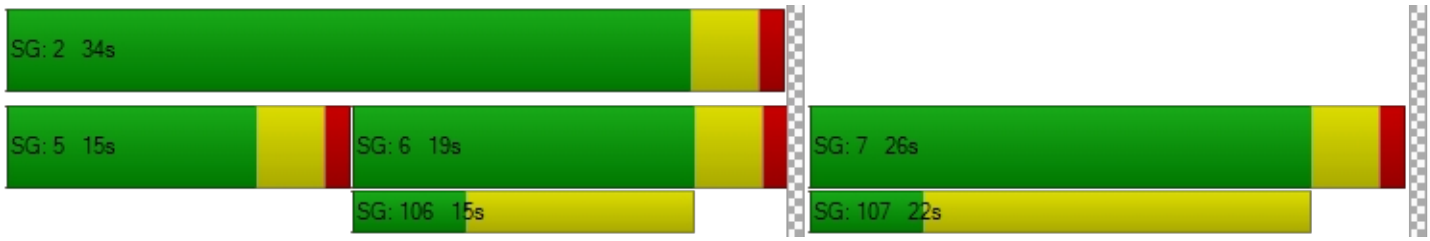
Vehicle Miles Traveled [mph]	330.85	330.85	39.53	549.65	47.18	34.63
Stops [stops/h]	235.33	239.64	98.32	39.77	85.10	61.07
Fuel consumption [US gal/h]	15.66	15.75	3.34	20.25	3.03	2.20
CO [g/h]	1094.63	1100.84	233.20	1415.20	211.86	153.83
NOx [g/h]	212.98	214.18	45.37	275.35	41.22	29.93
VOC [g/h]	253.69	255.13	54.05	327.99	49.10	35.65

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.188	2.049
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1000	733
d_b, Bicycle Delay [s]	16.88	7.50	12.03
l_b,int, Bicycle LOS Score for Intersection	2.835	2.851	1.560
Bicycle LOS	C	C	A

Sequence

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



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	21.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	66	519	5	69	513	196	110	58	79	3	82	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	477	0	30	451	13	12	0	0	0	0	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	57	0	0	22	0	0	33
Total Hourly Volume [veh/h]	72	1043	4	105	1010	170	132	63	64	3	89	98
Peak Hour Factor	0.8932	0.8932	0.8932	0.8568	0.8568	0.8568	0.8129	0.8129	0.8129	0.7283	0.7283	0.7283
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	292	1	31	295	50	41	19	20	1	31	34
Total Analysis Volume [veh/h]	81	1168	4	123	1179	198	162	77	79	4	122	135
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	19	0	8	22	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	23	0	13	26	0	13	30	0	14	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	38	38	7	41	41	9	18	18	0	10	10
g / C, Green / Cycle	0.06	0.48	0.48	0.09	0.51	0.51	0.11	0.23	0.23	0.01	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.04	0.32	0.00	0.07	0.33	0.12	0.09	0.04	0.05	0.00	0.06	0.08
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	105	1729	772	156	1832	818	198	436	371	11	240	204
d1, Uniform Delay [s]	37.17	16.09	10.93	35.84	14.46	11.11	34.84	24.75	24.97	39.59	32.63	33.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.15	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.40	2.13	0.01	8.52	1.76	0.70	10.66	0.19	0.28	17.73	1.67	3.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.68	0.01	0.79	0.64	0.24	0.82	0.18	0.21	0.35	0.51	0.66
d, Delay for Lane Group [s/veh]	48.57	18.23	10.94	44.36	16.21	11.81	45.50	24.94	25.25	57.32	34.30	36.97
Lane Group LOS	D	B	B	D	B	B	D	C	C	E	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.80	7.42	0.03	2.58	6.90	1.83	3.47	1.11	1.16	0.13	2.18	2.54
50th-Percentile Queue Length [ft/ln]	45.12	185.62	0.87	64.47	172.61	45.65	86.84	27.80	28.90	3.25	54.50	63.62
95th-Percentile Queue Length [veh/ln]	3.25	11.89	0.06	4.64	11.21	3.29	6.25	2.00	2.08	0.23	3.92	4.58
95th-Percentile Queue Length [ft/ln]	81.21	297.33	1.56	116.05	280.35	82.16	156.31	50.03	52.02	5.85	98.10	114.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.57	18.23	10.94	44.36	16.21	11.81	45.50	24.94	25.25	57.32	34.30	36.97
Movement LOS	D	B	B	D	B	B	D	C	C	E	C	D
d_A, Approach Delay [s/veh]	20.17			17.94			35.49			36.03		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	21.87											
Intersection LOS	C											
Intersection V/C	0.564											

Emissions

Vehicle Miles Traveled [mph]	23.42	337.78	1.16	23.62	226.40	38.02	18.26	8.68	8.90	0.51	15.40	17.04
Stops [stops/h]	81.21	668.22	1.56	116.05	621.40	82.16	156.31	50.03	52.02	5.85	98.10	114.51
Fuel consumption [US gal/h]	2.61	24.22	0.07	3.36	19.38	2.80	4.07	1.31	1.36	0.14	2.60	3.02
CO [g/h]	182.66	1692.95	4.75	235.05	1354.46	195.77	284.45	91.59	94.92	9.56	181.68	211.35
NOx [g/h]	35.54	329.39	0.92	45.73	263.53	38.09	55.34	17.82	18.47	1.86	35.35	41.12
VOC [g/h]	42.33	392.36	1.10	54.48	313.91	45.37	65.92	21.23	22.00	2.21	42.11	48.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.069	3.274	2.560	2.356
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	475	550	650	675
d_b, Bicycle Delay [s]	23.26	21.03	18.23	17.56
l_b,int, Bicycle LOS Score for Intersection	2.594	2.844	2.121	1.802
Bicycle LOS	B	C	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	78	120	63	70	212	142	98	1376	115	114	969	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	9	38	0	8	2	5	302	8	28	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	27	0	0	39	0	0	33	0	0	11
Total Hourly Volume [veh/h]	94	140	80	76	239	118	112	1802	100	152	1303	33
Peak Hour Factor	0.7647	0.7647	0.7647	0.8573	0.8573	0.8573	0.9297	0.9297	0.9297	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	46	26	22	70	34	30	485	27	40	340	9
Total Analysis Volume [veh/h]	123	183	105	89	279	138	120	1938	108	159	1359	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	35	0	7	32	0	20	50	0	12	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	39	0	13	36	0	19	49	0	19	49	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	37	37	7	34	34	10	47	47	12	50	50
g / C, Green / Cycle	0.08	0.31	0.31	0.06	0.29	0.29	0.08	0.40	0.40	0.10	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.07	0.08	0.08	0.05	0.08	0.09	0.07	0.37	0.07	0.09	0.26	0.02
s, saturation flow rate [veh/h]	1810	1900	1675	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	149	583	514	112	1035	462	147	2042	637	187	2156	673
d1, Uniform Delay [s]	54.18	31.31	31.42	55.52	33.13	33.43	54.23	35.15	23.57	52.90	27.70	20.87
k, delay calibration	0.17	0.50	0.50	0.14	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.09	1.07	1.28	14.53	0.64	1.65	10.36	3.11	0.12	17.61	0.31	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.26	0.27	0.79	0.27	0.30	0.82	0.95	0.17	0.85	0.63	0.05
d, Delay for Lane Group [s/veh]	70.27	32.38	32.70	70.05	33.77	35.08	64.59	38.27	23.69	70.51	28.01	20.90
Lane Group LOS	E	C	C	E	C	D	E	D	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.23	3.36	3.12	3.05	3.15	3.27	3.84	17.26	1.89	5.42	9.53	0.54
50th-Percentile Queue Length [ft/ln]	105.83	84.03	77.98	76.15	78.78	81.64	96.07	431.56	47.27	135.61	238.24	13.53
95th-Percentile Queue Length [veh/ln]	7.61	6.05	5.61	5.48	5.67	5.88	6.92	24.08	3.40	9.24	14.59	0.97
95th-Percentile Queue Length [ft/ln]	190.19	151.26	140.36	137.07	141.81	146.95	172.93	601.91	85.08	231.10	364.81	24.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.27	32.44	32.70	70.05	33.77	35.08	64.59	38.27	23.69	70.51	28.01	20.90
Movement LOS	E	C	C	E	C	D	E	D	C	E	C	C
d_A, Approach Delay [s/veh]	43.83			40.51			39.00			32.21		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	37.32											
Intersection LOS	D											
Intersection V/C	0.616											

Emissions

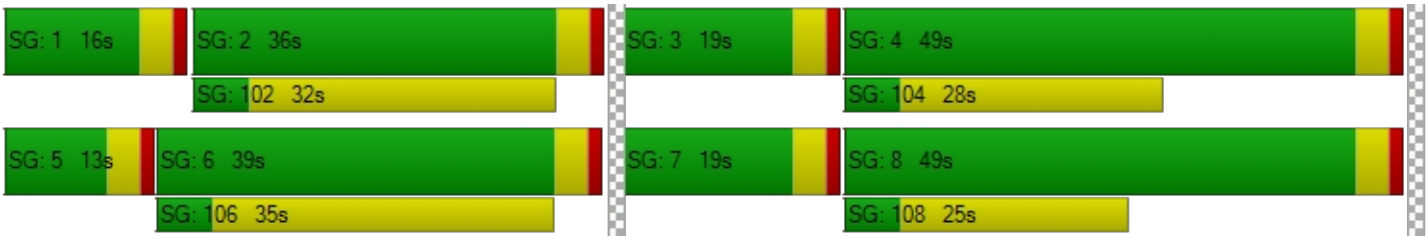
Vehicle Miles Traveled [mph]	71.43	87.21	80.04	15.58	48.85	24.16	13.61	219.79	12.25	39.74	339.64	8.50
Stops [stops/h]	127.00	100.84	93.57	91.38	189.08	97.97	115.28	1553.63	56.72	162.73	857.68	16.23
Fuel consumption [US gal/h]	5.79	5.23	4.82	2.94	5.94	3.03	4.17	51.30	1.98	6.63	35.04	0.73
CO [g/h]	404.45	365.76	337.21	205.43	415.38	211.89	291.74	3585.93	138.68	463.65	2449.14	51.05
NOx [g/h]	78.69	71.16	65.61	39.97	80.82	41.23	56.76	697.69	26.98	90.21	476.51	9.93
VOC [g/h]	93.73	84.77	78.15	47.61	96.27	49.11	67.61	831.07	32.14	107.46	567.61	11.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.651	2.741	3.678	3.588
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	750	750
d_b, Bicycle Delay [s]	30.10	32.27	23.44	23.44
l_b,int, Bicycle LOS Score for Intersection	1.921	2.009	2.769	2.419
Bicycle LOS	A	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.221

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	57	149	13	10	307	26	13	24	54	18	23	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	55	0	0	45	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	7	0	0	15	0	0	5
Total Hourly Volume [veh/h]	62	217	10	11	380	21	14	26	44	20	25	15
Peak Hour Factor	0.7432	0.7432	0.7432	0.8693	0.8693	0.8693	0.7109	0.7109	0.7109	0.7770	0.7770	0.7770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	73	3	3	109	6	5	9	15	6	8	5
Total Analysis Volume [veh/h]	83	292	13	13	437	24	20	37	62	26	32	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	23	0	7	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	1	48	48	2	9	9	2	9	9
g / C, Green / Cycle	0.06	0.65	0.65	0.02	0.60	0.60	0.02	0.11	0.11	0.03	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.08	0.08	0.01	0.12	0.12	0.01	0.02	0.04	0.01	0.01	0.02
s, saturation flow rate [veh/h]	1810	1900	1872	1810	1900	1865	1810	1900	1615	1810	1900	1677
c, Capacity [veh/h]	109	1225	1206	29	1141	1120	41	212	181	50	222	196
d1, Uniform Delay [s]	37.04	5.50	5.50	39.01	7.27	7.28	38.64	32.18	32.82	38.37	31.62	31.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.58	0.21	0.21	10.48	0.40	0.41	8.79	0.39	1.12	8.05	0.23	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.13	0.13	0.45	0.20	0.20	0.49	0.17	0.34	0.52	0.12	0.13
d, Delay for Lane Group [s/veh]	47.62	5.71	5.72	49.49	7.67	7.69	47.43	32.57	33.94	46.42	31.85	31.96
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.83	0.79	0.79	0.32	1.53	1.51	0.48	0.65	1.13	0.60	0.45	0.44
50th-Percentile Queue Length [ft/ln]	45.66	19.79	19.64	8.10	38.21	37.78	11.90	16.26	28.22	15.00	11.14	10.99
95th-Percentile Queue Length [veh/ln]	3.29	1.43	1.41	0.58	2.75	2.72	0.86	1.17	2.03	1.08	0.80	0.79
95th-Percentile Queue Length [ft/ln]	82.18	35.63	35.35	14.58	68.78	68.01	21.43	29.27	50.80	27.01	20.05	19.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.62	5.71	5.72	49.49	7.68	7.69	47.43	32.57	33.94	46.42	31.87	31.96
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.68			8.83			35.78			36.81		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	16.04											
Intersection LOS	B											
Intersection V/C	0.221											

Emissions

Vehicle Miles Traveled [mph]	41.25	76.15	75.42	7.55	134.76	132.95	0.88	1.63	2.73	13.04	12.92	12.66
Stops [stops/h]	82.18	35.63	35.35	14.58	68.78	68.01	21.43	29.27	50.80	27.01	20.05	19.77
Fuel consumption [US gal/h]	3.24	3.23	3.20	0.57	5.84	5.76	0.39	0.53	0.91	0.95	0.81	0.80
CO [g/h]	226.48	225.87	223.79	39.91	408.01	402.70	27.10	36.87	63.91	66.11	56.62	55.61
NOx [g/h]	44.06	43.95	43.54	7.77	79.38	78.35	5.27	7.17	12.44	12.86	11.02	10.82
VOC [g/h]	52.49	52.35	51.86	9.25	94.56	93.33	6.28	8.55	14.81	15.32	13.12	12.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.574	2.544	2.381	2.337
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	550	625
d_b, Bicycle Delay [s]	18.23	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.883	1.956	1.670	1.627
Bicycle LOS	A	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	8	80	63	52	242	19	12	111	25	79	48	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	55	10	0	45	0	0	0	0	213	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	5	0	0	7	0	0	8
Total Hourly Volume [veh/h]	9	142	59	57	309	16	13	121	20	299	52	23
Peak Hour Factor	0.9406	0.9406	0.9406	0.8054	0.8054	0.8054	0.9545	0.9545	0.9545	0.8708	0.8708	0.8708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	38	16	18	96	5	3	32	5	86	15	7
Total Analysis Volume [veh/h]	10	151	63	71	384	20	14	127	21	343	60	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	17	22	0	21	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	21	26	0	25	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	41	41	5	44	44	2	10	10	19	27	27
g / C, Green / Cycle	0.01	0.45	0.45	0.05	0.49	0.49	0.02	0.11	0.11	0.21	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.01	0.06	0.06	0.04	0.11	0.01	0.01	0.04	0.01	0.19	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1718	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	23	860	777	92	1775	792	32	396	177	379	1090	486
d1, Uniform Delay [s]	44.11	14.31	14.36	42.21	13.06	11.82	43.75	36.99	36.16	34.69	22.34	22.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.30	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.62	0.30	0.36	13.27	0.28	0.06	9.03	0.46	0.30	18.66	0.02	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.13	0.13	0.77	0.22	0.03	0.44	0.32	0.12	0.90	0.06	0.05
d, Delay for Lane Group [s/veh]	56.73	14.61	14.72	55.48	13.34	11.88	52.78	37.45	36.46	53.35	22.36	22.38
Lane Group LOS	E	B	B	E	B	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.30	1.32	1.28	1.83	2.03	0.20	0.38	1.26	0.41	8.82	0.43	0.37
50th-Percentile Queue Length [ft/ln]	7.48	33.08	32.03	45.71	50.87	4.96	9.42	31.42	10.32	220.51	10.68	9.34
95th-Percentile Queue Length [veh/ln]	0.54	2.38	2.31	3.29	3.66	0.36	0.68	2.26	0.74	13.69	0.77	0.67
95th-Percentile Queue Length [ft/ln]	13.47	59.55	57.65	82.28	91.56	8.92	16.96	56.56	18.57	342.28	19.22	16.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.73	14.64	14.72	55.48	13.34	11.88	52.78	37.45	36.46	53.35	22.36	22.38
Movement LOS	E	B	B	E	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	16.54			19.58			38.65			47.14		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	30.61											
Intersection LOS	C											
Intersection V/C	0.336											

Emissions

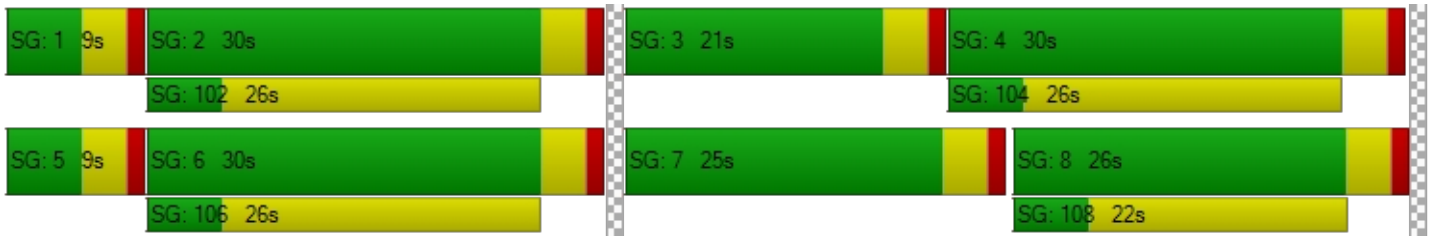
Vehicle Miles Traveled [mph]	5.02	54.87	52.60	35.29	190.84	9.94	2.34	21.20	3.50	147.65	25.83	11.19
Stops [stops/h]	11.97	52.93	51.24	73.14	162.78	7.93	15.08	100.56	16.51	352.82	34.18	14.94
Fuel consumption [US gal/h]	0.39	2.88	2.76	2.92	9.61	0.49	0.42	2.94	0.48	13.17	1.58	0.69
CO [g/h]	27.14	201.05	193.07	204.14	671.61	34.09	29.21	205.84	33.63	920.70	110.67	48.07
NOx [g/h]	5.28	39.12	37.56	39.72	130.67	6.63	5.68	40.05	6.54	179.13	21.53	9.35
VOC [g/h]	6.29	46.59	44.75	47.31	155.65	7.90	6.77	47.70	7.80	213.38	25.65	11.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.525	2.627	2.529	2.641
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	1.761	1.956	1.699	1.920
Bicycle LOS	A	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	64.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	377	0	63	343	44	41	0	0	0	0	59
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	57	0	0	10	0	0	28
Total Hourly Volume [veh/h]	57	667	40	163	729	169	298	752	29	80	501	84
Peak Hour Factor	0.8368	0.8368	0.8368	0.8264	0.8264	0.8264	0.8504	0.8504	0.8504	0.8966	0.8966	0.8966
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	199	12	49	221	51	88	221	9	22	140	23
Total Analysis Volume [veh/h]	68	797	48	197	882	205	350	884	34	89	559	94
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	39	0	15	49	0	18	34	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	33	0	12	36	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	33	33	8	36	36	15	28	28	6	18	18
g / C, Green / Cycle	0.05	0.36	0.36	0.09	0.40	0.40	0.17	0.31	0.31	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.22	0.22	0.11	0.46	0.13	0.19	0.24	0.24	0.05	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1862	1810	1900	1615	1810	1900	1875	1810	1900	1806
c, Capacity [veh/h]	89	690	677	161	766	651	302	582	574	116	386	367
d1, Uniform Delay [s]	42.29	23.52	23.52	41.00	26.85	18.35	37.50	28.62	28.63	41.47	34.66	34.68
k, delay calibration	0.11	0.50	0.50	0.17	0.50	0.50	0.40	0.19	0.19	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.96	4.12	4.20	118.61	82.67	1.26	97.67	4.38	4.47	10.24	11.71	12.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.62	0.62	1.22	1.15	0.31	1.16	0.79	0.79	0.77	0.87	0.87
d, Delay for Lane Group [s/veh]	55.25	27.65	27.73	159.61	109.52	19.62	135.17	33.00	33.10	51.71	46.37	47.17
Lane Group LOS	E	C	C	F	F	B	F	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	7.58	7.44	8.69	32.15	2.89	14.60	9.40	9.30	2.23	8.08	7.78
50th-Percentile Queue Length [ft/ln]	43.68	189.46	186.10	217.28	803.70	72.23	364.89	234.88	232.53	55.73	202.06	194.58
95th-Percentile Queue Length [veh/ln]	3.14	12.09	11.92	14.48	45.65	5.20	22.36	14.42	14.30	4.01	12.74	12.36
95th-Percentile Queue Length [ft/ln]	78.62	302.33	297.97	362.06	1141.14	130.01	559.01	360.55	357.57	100.31	318.61	308.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.25	27.68	27.73	159.61	109.52	19.62	135.17	33.05	33.10	51.71	46.69	47.17
Movement LOS	E	C	C	F	F	B	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	29.74			102.85			61.24			47.35		
Approach LOS	C			F			E			D		
d_I, Intersection Delay [s/veh]	64.65											
Intersection LOS	E											
Intersection V/C	0.872											

Emissions

Vehicle Miles Traveled [mph]	4.87	30.57	29.97	56.97	255.07	59.28	32.44	42.80	42.30	10.56	39.65	37.80
Stops [stops/h]	69.88	303.14	297.76	347.65	1285.92	115.57	583.83	375.80	372.05	89.17	323.29	311.34
Fuel consumption [US gal/h]	1.80	7.22	7.09	12.67	44.39	4.29	15.25	7.56	7.48	2.01	7.10	6.84
CO [g/h]	125.85	504.51	495.57	885.83	3102.65	299.69	1066.20	528.33	523.12	140.46	496.11	478.16
NOx [g/h]	24.49	98.16	96.42	172.35	603.66	58.31	207.44	102.79	101.78	27.33	96.53	93.03
VOC [g/h]	29.17	116.93	114.85	205.30	719.07	69.46	247.10	122.44	121.24	32.55	114.98	110.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.861	3.146	2.809	2.776
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	711	667	489
d_b, Bicycle Delay [s]	20.67	18.69	20.00	25.69
l_b,int, Bicycle LOS Score for Intersection	2.324	3.772	2.614	2.195
Bicycle LOS	B	D	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.271

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	611	600	31	51	151
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	8	0	38
Total Hourly Volume [veh/h]	217	611	600	23	51	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	153	150	6	13	28
Total Analysis Volume [veh/h]	217	611	600	23	51	113
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30	60	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	77	60	60	5	5	5
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.17	0.12	0.01	0.03	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1615	1615
c, Capacity [veh/h]	259	3077	3431	1071	110	98	98
d1, Uniform Delay [s]	37.55	1.21	5.78	5.19	40.86	41.14	41.14
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.09	0.14	0.11	0.04	3.03	5.26	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.20	0.17	0.02	0.46	0.58	0.58
d, Delay for Lane Group [s/veh]	44.64	1.36	5.89	5.22	43.89	46.40	46.40
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.91	0.12	1.13	0.12	1.17	1.35	1.35
50th-Percentile Queue Length [ft/ln]	122.87	2.98	28.24	3.10	29.36	33.76	33.76
95th-Percentile Queue Length [veh/ln]	8.55	0.21	2.03	0.22	2.11	2.43	2.43
95th-Percentile Queue Length [ft/ln]	213.77	5.37	50.84	5.57	52.85	60.76	60.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.64	1.36	5.89	5.22	43.89	46.40
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	12.70		5.87		45.62	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	13.41					
Intersection LOS	B					
Intersection V/C	0.271					

Emissions

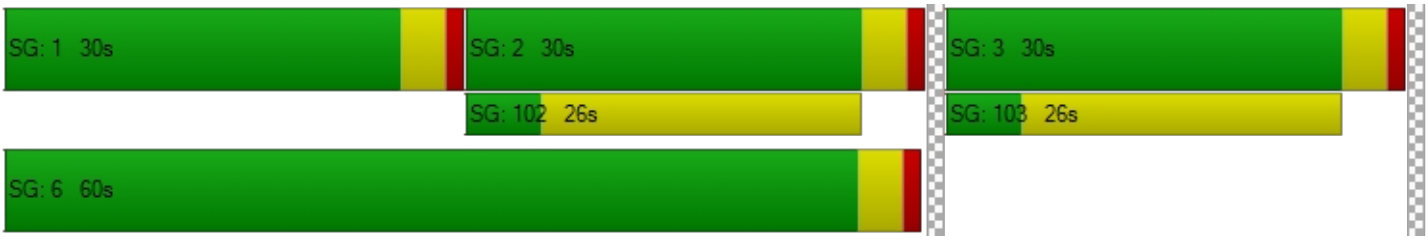
Vehicle Miles Traveled [mph]	33.42	94.09	38.57	1.48	4.01	4.45	4.45
Stops [stops/h]	196.60	9.54	135.57	4.95	46.98	54.01	54.01
Fuel consumption [US gal/h]	5.56	3.51	3.73	0.14	0.88	1.01	1.01
CO [g/h]	388.72	245.53	260.56	9.56	61.53	70.94	70.94
NOx [g/h]	75.63	47.77	50.70	1.86	11.97	13.80	13.80
VOC [g/h]	90.09	56.90	60.39	2.22	14.26	16.44	16.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.839	2.781	2.443
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	578	578
d_b, Bicycle Delay [s]	6.42	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.243	1.907	1.893
Bicycle LOS	B	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	57	10	37	45	70	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	10	37	45	70	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	3	9	11	18	8
Total Analysis Volume [veh/h]	57	10	37	45	70	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	787	677	747	671	865
Degree of Utilization, x	0.09	0.05	0.06	0.10	0.04

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.28	0.17	0.19	0.35	0.12
95th-Percentile Queue Length [ft]	6.95	4.33	4.80	8.69	2.88
Approach Delay [s/veh]	8.00	8.05		8.16	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.08				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.319

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	106	83	201	54	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	29	10	74	15
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	112	117	223	131	81
Peak Hour Factor	0.7370	0.7370	0.7820	0.7820	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	38	37	71	37	23
Total Analysis Volume [veh/h]	28	152	150	285	150	93
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.11	0.00	0.32	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	7.86	0.00	16.18	8.69
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.36	0.00	1.36	0.29
95th-Percentile Queue Length [ft/ln]	0.00	0.00	8.92	0.00	33.92	7.13
d_A, Approach Delay [s/veh]	0.00		2.71		13.31	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.14					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	3	0	9	3	0	22	3
Total Analysis Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.46	0.00	0.00	8.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.94	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.46			8.60			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	23	23	0	6	3	6	3	36	13	14
Total Analysis Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.20	0.00	0.02	0.01	0.00	0.00	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	12.81	13.46	9.05	15.12	14.64	10.62	7.42	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.47	0.86	0.86	0.86	0.02	0.00	0.00	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.77	11.77	11.77	21.56	21.56	21.56	0.61	0.00	0.00	7.40	0.00	0.00
d_A, Approach Delay [s/veh]	9.89			14.14			1.89			4.32		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	7.48											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	828	751	0	0	64
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	828	751	0	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	207	188	0	0	16
Total Analysis Volume [veh/h]	0	828	751	0	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.63
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	10.11
d_A, Approach Delay [s/veh]	0.00		0.00		12.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	51	0	0	115	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	0	0	115	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	0	29	0	4
Total Analysis Volume [veh/h]	51	0	0	115	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.58
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.19
d_A, Approach Delay [s/veh]	0.00		0.00		8.58	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.106

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	663	567	18	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	663	567	18	0	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	166	142	5	0	16
Total Analysis Volume [veh/h]	0	663	567	18	0	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.57
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	8.85
d_A, Approach Delay [s/veh]	0.00		0.00		11.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.151

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	569	534	62	0	52
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	569	534	62	0	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	142	134	16	0	13
Total Analysis Volume [veh/h]	93	569	534	62	0	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	11.86	0.00	0.00	0.00	0.00	11.25
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.53	0.00	0.00	0.00	0.00	0.27
95th-Percentile Queue Length [ft/ln]	13.19	0.00	0.00	0.00	0.00	6.75
d_A, Approach Delay [s/veh]	1.67		0.00		11.25	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.29					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	1,438.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.812

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	170	0	26	77	490	0	0	394	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0000	1.0600	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	116	15	0	0	22	110	6	125	77	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	116	195	0	28	104	629	6	125	495	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9141	0.9141	0.9141	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	29	49	0	7	28	172	2	38	150	17
Total Analysis Volume [veh/h]	13	0	116	195	0	28	114	688	7	151	598	69
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.18	3.81	0.00	0.04	0.12	0.01	0.00	0.17	0.01	0.00
d_M, Delay for Movement [s/veh]	74.18	81.41	17.78	1438.68	1434.43	1373.69	9.40	0.00	0.00	9.74	0.00	0.00
Movement LOS	F	F	C	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.86	1.86	1.86	24.11	24.11	24.11	0.42	0.00	0.00	0.59	0.00	0.00
95th-Percentile Queue Length [ft/ln]	46.56	46.56	46.56	602.75	602.75	602.75	10.41	0.00	0.00	14.83	0.00	0.00
d_A, Approach Delay [s/veh]	23.47			1430.52			1.32			1.80		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	164.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.109

Intersection Setup

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

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	75	0	57	50	326	0	0	420	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0000	1.0600	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	12	6	0	8	0	120	6	0	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	86	0	68	53	466	6	0	535	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9141	0.9141	0.9141	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	22	0	17	14	127	2	0	162	27
Total Analysis Volume [veh/h]	0	0	12	86	0	68	58	510	7	0	646	110
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.11	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.90	0.00	0.00	11.46	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			B		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.22	0.00	0.00	9.10	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90			11.46			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	0.66											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	8	120	23	39	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	8	120	23	39	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	30	6	10	2
Total Analysis Volume [veh/h]	22	8	120	23	39	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	10.04	8.84	0.00	0.00	7.55	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	2.95	2.95	0.00	0.00	2.07	0.00
d_A, Approach Delay [s/veh]	9.72		0.00		6.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	62	66	0	47
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	62	66	0	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	16	17	0	12
Total Analysis Volume [veh/h]	0	30	62	66	0	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.74	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.33	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.74		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	5.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	121	0	20	42	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	8
Total Hourly Volume [veh/h]	0	121	0	20	42	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	0	5	11	0	6
Total Analysis Volume [veh/h]	0	121	0	20	42	0	25
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.03	0.03	0.02	0.01	0.02
s, saturation flow rate [veh/h]	1386	1900	1900	1291	3618	1615
c, Capacity [veh/h]	1214	1587	1587	1133	3022	51
d1, Uniform Delay [s]	0.00	0.84	0.84	1.41	0.82	28.59
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.04	0.04	0.03	0.01	7.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.04	0.04	0.02	0.01	0.49
d, Delay for Lane Group [s/veh]	0.00	0.89	0.89	1.43	0.83	35.79
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.02	0.02	0.03	0.00	0.44
50th-Percentile Queue Length [ft/ln]	0.00	0.50	0.50	0.65	0.09	10.97
95th-Percentile Queue Length [veh/ln]	0.00	0.04	0.04	0.05	0.01	0.79
95th-Percentile Queue Length [ft/ln]	0.00	0.89	0.89	1.17	0.16	19.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.89	0.89	1.43	0.83	0.00	35.79
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]		0.89		1.03		35.79	
Approach LOS		A		A		D	
d_I, Intersection Delay [s/veh]				5.12			
Intersection LOS				A			
Intersection V/C				0.047			

Emissions

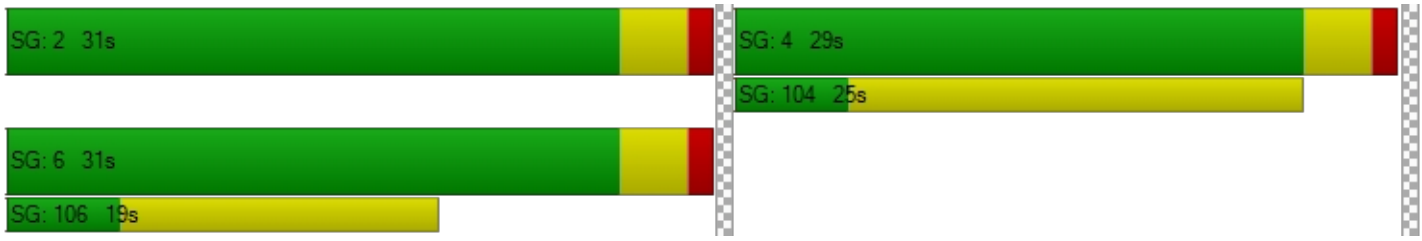
Vehicle Miles Traveled [mph]	0.00	5.50	5.50	0.79	1.65	2.24
Stops [stops/h]	0.00	1.19	1.19	1.56	0.42	26.34
Fuel consumption [US gal/h]	0.00	0.21	0.21	0.05	0.08	0.42
CO [g/h]	0.00	14.97	14.97	3.27	5.41	29.35
NOx [g/h]	0.00	2.91	2.91	0.64	1.05	5.71
VOC [g/h]	0.00	3.47	3.47	0.76	1.25	6.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.328	2.323	1.978
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.659	1.611	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	69	10	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	69	10	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	17	3	0	2
Total Analysis Volume [veh/h]	0	10	69	10	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.53	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.74	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.88					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	7	72	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	7	72	0	8	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	18	0	2	0
Total Analysis Volume [veh/h]	10	7	72	0	8	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.05	8.55	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	1.36	1.36	0.00	0.00	0.39	0.00
d_A, Approach Delay [s/veh]	8.84		0.00		7.35	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	154	0	5	62	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	0	5	62	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	0	1	16	0	1
Total Analysis Volume [veh/h]	154	0	5	62	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	0.00	8.70
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.26	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.56		8.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	10	0	42	0	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	10	0	42	0	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	3	0	11	0	15
Total Analysis Volume [veh/h]	62	10	0	42	0	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.69
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.61
d_A, Approach Delay [s/veh]	0.00		0.00		8.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	7	35	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	0	7	35	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	2	9	0	1
Total Analysis Volume [veh/h]	70	0	7	35	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.34	0.00	0.00	8.48
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.34	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.22		8.48	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	42	4	2	33	18	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	4	2	33	18	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	1	1	8	5	7
Total Analysis Volume [veh/h]	42	4	2	33	18	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.01	8.58
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	3.59	3.59
d_A, Approach Delay [s/veh]	0.00		0.42		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.28					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	0	1	49	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	0	1	49	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	0	12	0	0
Total Analysis Volume [veh/h]	46	0	1	49	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.15		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	0	7	43	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	0	7	43	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	2	11	0	1
Total Analysis Volume [veh/h]	43	0	7	43	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		1.02		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

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

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	94	0	0	0	0	0	0	91	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0600	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0600	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	17	0	0	79	6	8	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	17	100	0	79	6	8	0	8	96	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	25	0	20	2	2	0	2	24	0	0
Total Analysis Volume [veh/h]	8	17	100	0	79	6	8	0	8	96	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.12	0.00	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	7.43	0.00	0.00	9.58	0.00	8.74	10.20	10.60	9.22
Movement LOS	A	A	A	A	A	A	A		A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.06	0.00	0.06	0.41	0.41	0.41
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.39	0.00	0.00	0.00	1.39	0.00	1.39	10.35	10.35	10.35
d_A, Approach Delay [s/veh]	0.47			0.00			9.16			10.20		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.68											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	20	0	62	48	4	15	0	5	32	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	20	0	62	48	4	15	0	5	32	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	0	16	12	1	4	0	1	8	0	4
Total Analysis Volume [veh/h]	4	20	0	62	48	4	15	0	5	32	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.02	0.00	0.00	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	7.33	0.00	0.00	10.20	0.00	8.64	10.26	0.00	8.66
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.12	0.00	0.00	0.08	0.00	0.08	0.19	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.17	3.00	0.00	0.00	2.00	0.00	2.00	4.72	0.00	4.72
d_A, Approach Delay [s/veh]	1.22			3.98			9.81			9.73		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.57											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	42	0	4	39	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	0	4	39	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	1	10	0	1
Total Analysis Volume [veh/h]	42	0	4	39	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.28	0.00	0.00	8.41
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.19	0.00	0.00	0.14
d_A, Approach Delay [s/veh]	0.00		0.68		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	29	2	0	39	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	2	0	39	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	0	10	0	3
Total Analysis Volume [veh/h]	29	2	0	39	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.42
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.93
d_A, Approach Delay [s/veh]	0.00		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	5	10	19	84	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	10	19	84	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	5	21	1
Total Analysis Volume [veh/h]	5	5	10	19	84	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.18	8.72	7.37	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.82	0.82	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	8.95		2.54		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.31					
Intersection LOS	A					

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Harvest Landing

Vistro File: C:\...\Harvest Landing_OY.vistro
Report File: C:\...\OY II AM.pdf

Scenario 5 Opening Year II AM
2/20/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	NB Left	0.986	84.3	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.838	64.6	E
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.740	37.4	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.744	17.2	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.991	92.4	F
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.535	12.6	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	WB Left	0.628	35.8	D
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.624	31.0	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	SB Left	0.661	30.2	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.670	20.6	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	0.767	41.5	D
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	EB Thru	0.896	30.9	D
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	SB Left	0.700	40.0	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.693	29.4	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.363	15.3	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.371	17.0	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.336	26.4	C

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.600	26.1	C
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.045	21.8	C
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.614	14.8	B
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.006	15.5	C
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	WB Thru	0.404	13.0	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.447	14.5	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	NB Right	0.763	42.2	D
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.622	23.8	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.814	48.7	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.735	24.5	C
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.592	21.1	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.637	19.5	B
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.921	32.5	D
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.752	18.3	B
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.710	29.9	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.631	36.7	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.257	20.5	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.263	22.4	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	NB Left	0.944	72.1	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	SB Thru	0.111	0.6	A
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	NB Thru	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.175	13.4	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.164	23.9	C
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.112	22.4	C
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.059	8.8	A
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	84.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.986

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	91	0	0	12	0	0	23	0	0	35
Total Hourly Volume [veh/h]	288	1640	271	206	1703	36	30	323	67	356	612	103
Peak Hour Factor	0.8987	0.8987	0.8987	0.7510	0.7510	0.7510	0.7777	0.7777	0.7777	0.7871	0.7871	0.7871
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	456	75	69	567	12	10	104	22	113	194	33
Total Analysis Volume [veh/h]	320	1825	302	274	2268	48	39	415	86	452	778	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	22	0	13	25	0	5	35	0	14	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18	28	0	19	29	0	9	39	0	24	54	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	41	41	15	42	42	3	18	18	20	34	34
g / C, Green / Cycle	0.13	0.38	0.38	0.14	0.38	0.38	0.03	0.16	0.16	0.18	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.18	0.35	0.19	0.15	0.42	0.42	0.02	0.14	0.14	0.25	0.24	0.25
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1880	1810	1900	1789	1810	1900	1806
c, Capacity [veh/h]	230	1940	605	247	1389	722	58	307	289	329	592	563
d1, Uniform Delay [s]	48.00	33.20	26.44	47.50	33.88	33.88	52.69	44.70	44.79	45.00	34.50	34.59
k, delay calibration	0.50	0.50	0.50	0.48	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	199.73	10.55	2.92	89.24	54.44	64.90	12.95	5.98	6.73	186.38	2.38	2.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.39	0.94	0.50	1.11	1.09	1.10	0.68	0.84	0.85	1.37	0.78	0.79
d, Delay for Lane Group [s/veh]	247.73	43.76	29.36	136.74	88.32	98.78	65.63	50.68	51.52	231.38	36.88	37.25
Lane Group LOS	F	D	C	F	F	F	E	D	D	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.87	16.48	6.26	12.64	27.68	30.87	1.24	7.06	6.79	25.65	11.13	10.73
50th-Percentile Queue Length [ft/ln]	471.84	412.02	156.43	315.95	692.10	771.76	31.11	176.42	169.71	641.31	278.31	268.34
95th-Percentile Queue Length [veh/ln]	29.49	23.14	10.36	19.34	38.67	42.79	2.24	11.41	11.06	39.16	16.60	16.11
95th-Percentile Queue Length [ft/ln]	737.33	578.46	258.98	483.62	966.79	1069.67	56.00	285.33	276.53	978.95	415.11	402.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	247.73	43.76	29.36	136.74	91.77	98.78	65.63	51.00	51.52	231.38	37.03	37.25
Movement LOS	F	D	C	F	F	F	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	68.65			96.66			52.14			101.60		
Approach LOS	E			F			D			F		
d_I, Intersection Delay [s/veh]	84.28											
Intersection LOS	F											
Intersection V/C	0.986											

Emissions

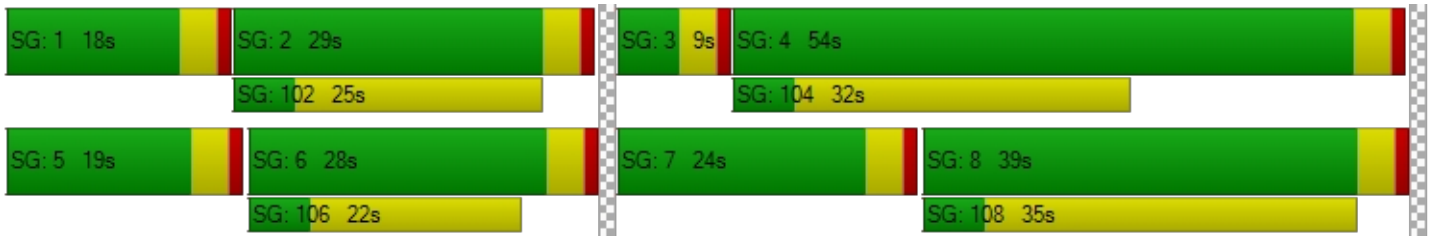
Vehicle Miles Traveled [mph]	160.33	914.41	151.32	17.07	94.74	49.55	2.72	17.92	17.07	29.73	30.53	29.25
Stops [stops/h]	617.68	1618.10	204.78	413.60	1812.04	1010.30	40.73	230.95	222.16	839.53	364.33	351.29
Fuel consumption [US gal/h]	29.30	67.71	9.54	13.35	53.11	30.24	1.12	6.13	5.91	32.74	9.06	8.74
CO [g/h]	2048.41	4733.04	666.66	933.23	3712.09	2114.10	78.33	428.60	413.06	2288.21	633.32	611.06
NOx [g/h]	398.55	920.88	129.71	181.57	722.24	411.33	15.24	83.39	80.37	445.20	123.22	118.89
VOC [g/h]	474.74	1096.93	154.50	216.28	860.31	489.96	18.15	99.33	95.73	530.32	146.78	141.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.847	3.590	2.847	3.086
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	436	455	636	909
d_b, Bicycle Delay [s]	33.62	32.84	25.57	16.36
l_b,int, Bicycle LOS Score for Intersection	2.956	2.991	2.024	2.711
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	64.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	48	0	0	2	0	0	25	0	0	57
Total Hourly Volume [veh/h]	102	1961	144	121	1977	6	23	179	73	258	166	169
Peak Hour Factor	0.8910	0.8910	0.8910	0.7568	0.7568	0.7568	0.7348	0.7348	0.7348	0.8323	0.8323	0.8323
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	550	40	40	653	2	8	61	25	77	50	51
Total Analysis Volume [veh/h]	114	2201	162	160	2612	8	31	244	99	310	199	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	27	0	9	29	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	33	0	11	35	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	49	49	7	51	51	17	17	17	22	22	22
g / C, Green / Cycle	0.05	0.44	0.44	0.06	0.46	0.46	0.15	0.15	0.15	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.06	0.43	0.44	0.09	0.47	0.48	0.02	0.13	0.06	0.17	0.10	0.13
s, saturation flow rate [veh/h]	1810	3618	1835	1810	3618	1897	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	82	1603	813	115	1668	875	274	288	244	356	374	317
d1, Uniform Delay [s]	52.50	29.98	30.38	51.50	29.63	29.63	40.30	45.45	42.20	42.84	39.65	40.60
k, delay calibration	0.32	0.50	0.50	0.41	0.50	0.50	0.11	0.11	0.11	0.19	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	214.40	16.87	29.07	212.85	30.03	38.66	0.18	6.89	1.08	11.09	1.18	2.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.39	0.97	0.99	1.39	1.03	1.03	0.11	0.85	0.41	0.87	0.53	0.64
d, Delay for Lane Group [s/veh]	266.90	46.86	59.45	264.35	59.66	68.29	40.49	52.34	43.28	53.93	40.83	42.75
Lane Group LOS	F	D	E	F	F	F	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.10	22.16	25.80	9.89	26.90	30.31	0.73	6.88	2.46	9.03	4.84	5.12
50th-Percentile Queue Length [ft/ln]	177.62	554.03	644.95	247.21	672.52	757.79	18.17	171.97	61.44	225.81	120.96	127.88
95th-Percentile Queue Length [veh/ln]	12.41	29.88	34.13	16.50	36.22	40.30	1.31	11.18	4.42	13.96	8.45	8.82
95th-Percentile Queue Length [ft/ln]	310.18	747.04	853.19	412.55	905.49	1007.40	32.71	279.50	110.58	349.03	211.15	220.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	266.90	50.53	59.45	264.35	62.62	68.29	40.49	52.34	43.28	53.93	40.83	42.75
Movement LOS	F	D	E	F	F	E	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	61.07			74.24			48.96			47.08		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	64.56											
Intersection LOS	E											
Intersection V/C	0.838											

Emissions

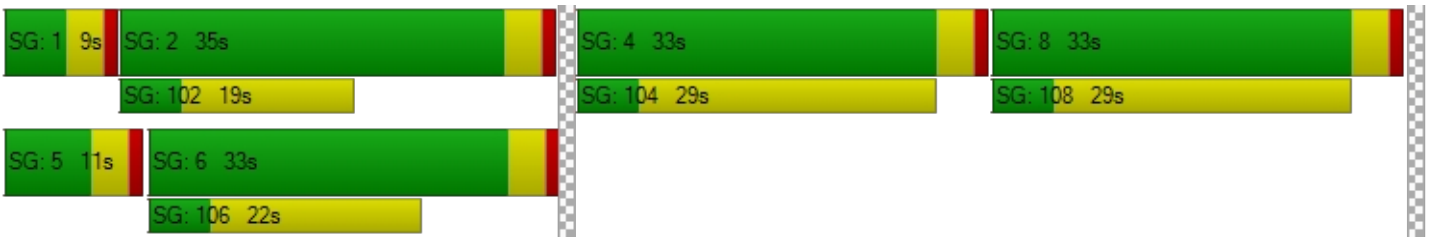
Vehicle Miles Traveled [mph]	187.55	2564.67	1322.82	80.17	860.78	451.96	2.59	20.38	8.27	36.86	23.66	24.14
Stops [stops/h]	232.52	1450.54	844.29	323.62	1760.78	992.01	23.79	225.12	80.42	295.60	158.35	167.40
Fuel consumption [US gal/h]	15.51	120.81	65.57	15.38	72.25	40.36	0.58	5.54	1.96	7.63	4.06	4.27
CO [g/h]	1084.17	8444.66	4583.16	1074.85	5050.53	2821.27	40.67	387.27	136.88	533.06	283.56	298.82
NOx [g/h]	210.94	1643.02	891.72	209.13	982.65	548.92	7.91	75.35	26.63	103.71	55.17	58.14
VOC [g/h]	251.27	1957.13	1062.19	249.11	1170.51	653.86	9.43	89.75	31.72	123.54	65.72	69.25

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.837	3.710	2.412	2.752
Crosswalk LOS	D	D	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	527	564	527	527
d_b, Bicycle Delay [s]	29.82	28.37	29.82	29.82
l_b,int, Bicycle LOS Score for Intersection	2.948	3.090	2.218	2.828
Bicycle LOS	C	C	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	37.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	124	902	0	87	678	277	165	36	23	0	276	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	84	0	0	7	0	0	71
Total Hourly Volume [veh/h]	150	1866	0	105	1894	251	200	44	21	0	334	212
Peak Hour Factor	0.8289	0.8289	0.8289	0.9148	0.9148	0.9148	0.9538	0.9538	0.9538	0.8413	0.8413	0.8413
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	563	0	29	518	69	52	12	6	0	99	63
Total Analysis Volume [veh/h]	181	2251	0	115	2070	274	210	46	22	0	397	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	40	0	5	39	0	13	44	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	11	42	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	5	52	52	7	26	26	0	19	19
g / C, Green / Cycle	0.06	0.53	0.53	0.05	0.52	0.52	0.07	0.26	0.26	0.00	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.43	0.00	0.03	0.40	0.17	0.12	0.01	0.01	0.00	0.08	0.16
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	211	2755	860	176	2703	843	127	930	415	3	972	303
d1, Uniform Delay [s]	46.58	19.36	0.00	46.65	19.02	13.75	46.50	27.96	27.98	0.00	35.73	39.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.32	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.71	2.82	0.00	4.09	2.14	1.02	317.59	0.02	0.05	0.00	0.28	5.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.82	0.00	0.65	0.77	0.32	1.66	0.05	0.05	0.00	0.41	0.83
d, Delay for Lane Group [s/veh]	56.29	22.19	0.00	50.74	21.16	14.77	364.09	27.98	28.04	0.00	36.00	44.94
Lane Group LOS	E	C	A	D	C	B	F	C	C	A	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.44	13.22	0.00	1.46	11.68	3.44	14.21	0.40	0.39	0.00	2.75	6.17
50th-Percentile Queue Length [ft/ln]	60.89	330.56	0.00	36.41	292.02	85.96	355.18	10.02	9.67	0.00	68.74	154.23
95th-Percentile Queue Length [veh/ln]	4.38	19.19	0.00	2.62	17.29	6.19	23.31	0.72	0.70	0.00	4.95	10.24
95th-Percentile Queue Length [ft/ln]	109.60	479.65	0.00	65.54	432.14	154.73	582.74	18.03	17.41	0.00	123.73	256.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.29	22.19	0.00	50.74	21.16	14.77	364.09	27.98	28.04	0.00	36.00	44.94
Movement LOS	E	C	A	D	C	B	F	C	C	A	D	D
d_A, Approach Delay [s/veh]	24.72			21.83			281.88			39.47		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	37.43											
Intersection LOS	D											
Intersection V/C	0.740											

Emissions

Vehicle Miles Traveled [mph]	67.52	839.72	0.00	189.19	3405.46	450.77	31.42	6.88	3.29	0.00	48.22	30.61
Stops [stops/h]	175.35	1428.03	0.00	104.87	1261.51	123.78	511.47	28.85	13.93	0.00	296.95	222.10
Fuel consumption [US gal/h]	6.57	56.70	0.00	8.98	141.33	17.81	22.99	0.86	0.41	0.00	8.25	6.12
CO [g/h]	459.08	3963.47	0.00	627.44	9878.84	1245.20	1607.16	59.87	28.76	0.00	576.92	427.44
NOx [g/h]	89.32	771.15	0.00	122.08	1922.06	242.27	312.69	11.65	5.60	0.00	112.25	83.16
VOC [g/h]	106.40	918.57	0.00	145.41	2289.52	288.59	372.47	13.87	6.67	0.00	133.71	99.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.592	3.841	2.866	3.100
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	700	760	720
d_b, Bicycle Delay [s]	20.48	21.13	19.22	20.48
l_b,int, Bicycle LOS Score for Intersection	2.897	2.958	1.795	1.956
Bicycle LOS	C	C	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	26	1079	39	34	696	43	20	20	22	11	32	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	775	0	0	1074	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	13	0	0	7	0	0	2
Total Hourly Volume [veh/h]	31	2081	35	41	1916	39	24	24	20	13	39	5
Peak Hour Factor	0.8408	0.8408	0.8408	0.9137	0.9137	0.9137	0.6630	0.6630	0.6630	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	619	10	11	524	11	9	9	8	4	12	2
Total Analysis Volume [veh/h]	37	2475	42	45	2097	43	36	36	30	16	49	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	25	0	5	25	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	42	0	27	38	0	18	33	0	18	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	88	88	4	89	89	4	10	10	2	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.03	0.74	0.74	0.03	0.08	0.08	0.02	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.68	0.03	0.02	0.39	0.39	0.02	0.02	0.02	0.01	0.01	0.01
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1881	1810	1900	1634	1810	1900	1829
c, Capacity [veh/h]	54	2656	1186	59	2667	1386	53	156	134	32	134	129
d1, Uniform Delay [s]	57.64	13.41	4.35	57.57	6.78	6.80	57.68	51.45	51.56	58.44	52.62	52.64
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.13	7.44	0.06	17.82	0.75	1.45	14.15	0.68	0.92	12.07	0.75	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.93	0.04	0.76	0.53	0.53	0.68	0.21	0.24	0.51	0.21	0.21
d, Delay for Lane Group [s/veh]	71.77	20.85	4.40	75.39	7.54	8.24	71.84	52.13	52.49	70.51	53.37	53.46
Lane Group LOS	E	C	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.30	23.43	0.25	1.62	6.24	6.79	1.28	0.97	0.95	0.58	0.81	0.81
50th-Percentile Queue Length [ft/ln]	32.48	585.67	6.15	40.42	156.09	169.63	32.07	24.19	23.63	14.60	20.21	20.14
95th-Percentile Queue Length [veh/ln]	2.34	31.36	0.44	2.91	10.34	11.06	2.31	1.74	1.70	1.05	1.45	1.45
95th-Percentile Queue Length [ft/ln]	58.47	784.12	11.07	72.76	258.54	276.43	57.72	43.54	42.53	26.29	36.37	36.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.77	20.85	4.40	75.39	7.77	8.24	71.84	52.15	52.49	70.51	53.41	53.46
Movement LOS	E	C	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	21.32			9.17			59.20			57.27		
Approach LOS	C			A			E			E		
d_I, Intersection Delay [s/veh]	17.22											
Intersection LOS	B											
Intersection V/C	0.744											

Emissions

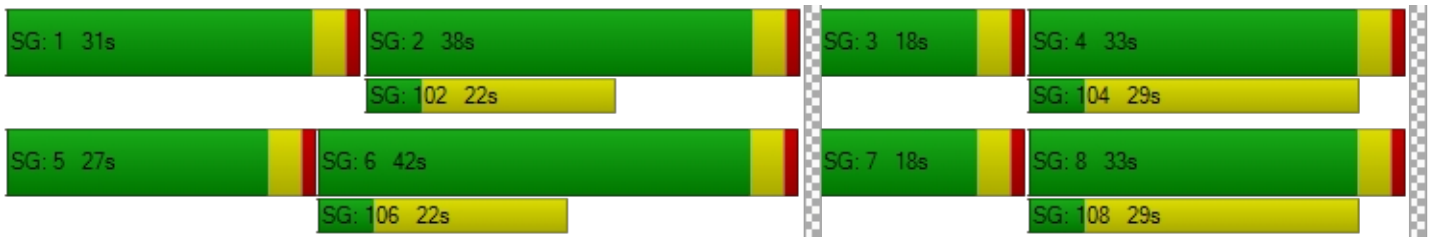
Vehicle Miles Traveled [mph]	18.63	1245.99	21.14	16.79	524.81	273.50	1.98	1.85	1.79	1.06	1.83	1.82
Stops [stops/h]	38.98	1405.61	7.38	48.50	374.62	203.56	38.48	29.03	28.35	17.53	24.25	24.17
Fuel consumption [US gal/h]	1.66	70.69	0.85	1.87	24.80	13.14	0.89	0.64	0.63	0.40	0.55	0.55
CO [g/h]	116.28	4941.21	59.71	130.63	1733.85	918.21	62.30	45.03	43.91	28.09	38.56	38.42
NOx [g/h]	22.62	961.38	11.62	25.42	337.34	178.65	12.12	8.76	8.54	5.47	7.50	7.47
VOC [g/h]	26.95	1145.17	13.84	30.27	401.84	212.80	14.44	10.44	10.18	6.51	8.94	8.90

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.612	3.613	2.382	2.365
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	567	483	483
d_b, Bicycle Delay [s]	28.02	30.82	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.677	2.769	1.650	1.620
Bicycle LOS	D	C	A	A

Sequence

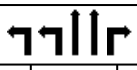
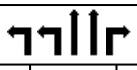
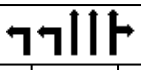
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	92.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.991

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	485	0	0	668	406	290	1	0	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	175	0	0	19	0	0	37
Total Hourly Volume [veh/h]	252	1297	75	143	1094	526	687	749	57	105	1260	109
Peak Hour Factor	0.7878	0.7878	0.7878	0.8529	0.8529	0.8529	0.9048	0.9048	0.9048	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	412	24	42	321	154	190	207	16	28	341	30
Total Analysis Volume [veh/h]	320	1646	95	168	1283	617	759	828	63	114	1365	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	39	0	5	39	0	8	35	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	52	0	9	48	0	23	45	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	48	48	5	44	44	19	45	45	6	32	32
g / C, Green / Cycle	0.08	0.40	0.40	0.04	0.37	0.37	0.16	0.38	0.38	0.05	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.45	0.06	0.05	0.35	0.38	0.22	0.16	0.04	0.03	0.27	0.27
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1824
c, Capacity [veh/h]	264	1447	646	146	1326	592	556	1946	607	173	965	486
d1, Uniform Delay [s]	55.50	36.00	22.95	57.50	37.29	38.00	50.50	27.82	24.32	56.07	44.00	44.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.20	0.11	0.11	0.11	0.11	0.47
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	104.11	70.86	0.48	82.87	18.03	48.35	168.57	0.15	0.07	4.27	19.42	45.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.21	1.14	0.15	1.15	0.97	1.04	1.36	0.43	0.10	0.66	1.02	1.02
d, Delay for Lane Group [s/veh]	159.61	106.86	23.43	140.37	55.32	86.35	219.07	27.97	24.39	60.34	63.42	89.35
Lane Group LOS	F	F	C	F	E	F	F	C	C	E	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.70	34.06	1.74	3.85	20.76	24.36	20.97	5.54	1.11	1.73	16.04	19.67
50th-Percentile Queue Length [ft/ln]	192.40	851.48	43.62	96.33	519.06	608.96	524.27	138.39	27.79	43.34	400.89	491.75
95th-Percentile Queue Length [veh/ln]	13.02	47.72	3.14	6.94	28.24	33.40	32.47	9.39	2.00	3.12	22.90	27.32
95th-Percentile Queue Length [ft/ln]	325.40	1192.98	78.52	173.40	705.88	835.09	811.75	234.85	50.03	78.02	572.58	682.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	159.61	106.86	23.43	140.37	55.32	86.35	219.07	27.97	24.39	60.34	70.62	89.35
Movement LOS	F	F	C	F	E	F	F	C	C	E	E	F
d_A, Approach Delay [s/veh]	111.20			71.49			115.74			71.27		
Approach LOS	F			E			F			E		
d_I, Intersection Delay [s/veh]	92.44											
Intersection LOS	F											
Intersection V/C	0.991											

Emissions

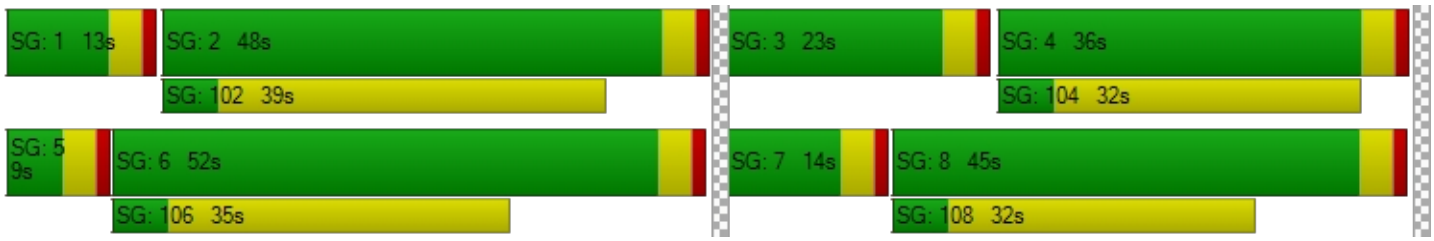
Vehicle Miles Traveled [mph]	158.98	817.75	47.20	84.58	645.90	310.62	189.69	206.93	15.74	12.38	107.06	53.99
Stops [stops/h]	461.75	2043.56	52.35	231.19	1245.74	730.76	1258.25	498.20	33.35	104.02	962.13	590.10
Fuel consumption [US gal/h]	21.58	89.23	2.72	10.57	52.07	30.57	63.55	20.89	1.46	3.75	34.17	21.81
CO [g/h]	1508.64	6236.95	190.24	738.96	3639.73	2137.09	4441.88	1460.11	101.97	261.85	2388.79	1524.21
NOx [g/h]	293.53	1213.48	37.01	143.78	708.16	415.80	864.23	284.08	19.84	50.95	464.77	296.56
VOC [g/h]	349.64	1445.47	44.09	171.26	843.54	495.29	1029.45	338.39	23.63	60.69	553.62	353.25

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.428	3.868	3.715	3.408
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	733	683	533
d_b, Bicycle Delay [s]	21.60	24.07	26.00	32.27
l_b,int, Bicycle LOS Score for Intersection	3.281	3.410	2.478	2.458
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	24	999	6	9	414	35	8	105	5	12	103	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	487	0	0	668	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	11	0	0	2	0	0	5
Total Hourly Volume [veh/h]	29	1696	5	11	1169	31	10	127	4	15	125	13
Peak Hour Factor	0.8643	0.8643	0.8643	0.7467	0.7467	0.7467	0.8393	0.8393	0.8393	0.8520	0.8520	0.8520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	491	1	4	391	10	3	38	1	4	37	4
Total Analysis Volume [veh/h]	34	1962	6	15	1565	42	12	151	5	18	147	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	5	32	0	11	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	10	31	0	24	36	0	24	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	70	70	2	69	69	1	10	10	2	10	10
g / C, Green / Cycle	0.03	0.70	0.70	0.02	0.69	0.69	0.01	0.10	0.10	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.36	0.36	0.01	0.43	0.03	0.01	0.04	0.00	0.01	0.08	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	55	2543	1333	31	2494	1113	27	360	161	37	200	170
d1, Uniform Delay [s]	47.88	6.86	6.86	48.70	8.50	4.95	48.85	42.31	40.67	48.47	43.41	40.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.50	0.73	1.38	11.09	1.21	0.06	11.08	0.78	0.08	9.65	5.22	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.51	0.51	0.48	0.63	0.04	0.45	0.42	0.03	0.49	0.74	0.09
d, Delay for Lane Group [s/veh]	58.38	7.59	8.25	59.78	9.71	5.01	59.92	43.08	40.74	58.12	48.63	40.65
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.97	4.94	5.42	0.47	8.31	0.27	0.38	1.77	0.11	0.54	3.76	0.34
50th-Percentile Queue Length [ft/ln]	24.28	123.46	135.60	11.63	207.65	6.66	9.40	44.14	2.83	13.43	93.91	8.50
95th-Percentile Queue Length [veh/ln]	1.75	8.58	9.24	0.84	13.03	0.48	0.68	3.18	0.20	0.97	6.76	0.61
95th-Percentile Queue Length [ft/ln]	43.70	214.57	231.08	20.93	325.82	11.98	16.92	79.44	5.10	24.18	169.04	15.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.38	7.82	8.25	59.78	9.71	5.01	59.92	43.08	40.74	58.12	48.63	40.65
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	8.68			10.05			44.22			48.91		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	12.56											
Intersection LOS	B											
Intersection V/C	0.535											

Emissions

Vehicle Miles Traveled [mph]	6.68	253.47	132.95	7.45	777.51	20.87	6.02	75.73	2.51	4.83	39.42	4.02
Stops [stops/h]	34.96	355.55	195.26	16.75	598.04	9.58	13.54	127.11	4.08	19.34	135.24	12.24
Fuel consumption [US gal/h]	1.07	15.10	8.12	0.58	38.40	0.95	0.48	5.17	0.17	0.54	3.97	0.37
CO [g/h]	74.62	1055.75	567.70	40.67	2684.36	66.74	33.38	361.13	11.72	37.91	277.80	25.82
NOx [g/h]	14.52	205.41	110.45	7.91	522.28	12.99	6.49	70.26	2.28	7.38	54.05	5.02
VOC [g/h]	17.29	244.68	131.57	9.42	622.13	15.47	7.74	83.69	2.72	8.79	64.38	5.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.354	3.121	2.539	2.535
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	540	640	640
d_b, Bicycle Delay [s]	27.38	26.65	23.12	23.12
l_b,int, Bicycle LOS Score for Intersection	2.662	2.907	1.700	1.865
Bicycle LOS	B	C	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	35.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	84	431	14	98	395	189	120	268	45	23	398	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	200	0	0	176	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	57	0	0	14	0	0	42
Total Hourly Volume [veh/h]	102	522	13	119	478	172	145	524	40	28	658	127
Peak Hour Factor	0.9010	0.9010	0.9010	0.8191	0.8191	0.8191	0.8730	0.8730	0.8730	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	145	4	36	146	52	42	150	11	8	197	38
Total Analysis Volume [veh/h]	113	579	14	145	584	210	166	600	46	34	790	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	26	0	17	27	0	22	39	0	18	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	35	35	10	37	37	11	36	36	3	28	28
g / C, Green / Cycle	0.08	0.35	0.35	0.10	0.37	0.37	0.11	0.36	0.36	0.03	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.16	0.08	0.22	0.22	0.09	0.17	0.17	0.02	0.25	0.25
s, saturation flow rate [veh/h]	1810	1900	1884	1810	1900	1731	1810	1900	1853	1810	1900	1795
c, Capacity [veh/h]	143	658	653	177	694	632	201	691	673	58	541	511
d1, Uniform Delay [s]	45.25	25.33	25.33	44.23	25.77	25.77	43.49	24.47	24.47	47.72	34.35	34.35
k, delay calibration	0.11	0.50	0.50	0.13	0.50	0.50	0.11	0.11	0.11	0.11	0.22	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.39	2.24	2.26	10.88	3.79	4.15	8.28	0.51	0.52	8.87	10.25	10.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.45	0.45	0.82	0.60	0.60	0.83	0.47	0.47	0.58	0.90	0.90
d, Delay for Lane Group [s/veh]	54.64	27.57	27.59	55.12	29.56	29.92	51.77	24.98	24.99	56.59	44.60	45.11
Lane Group LOS	D	C	C	E	C	C	D	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.05	5.63	5.60	3.96	8.32	7.65	4.32	5.67	5.53	0.95	12.14	11.54
50th-Percentile Queue Length [ft/ln]	76.37	140.87	139.90	99.01	208.06	191.13	108.12	141.63	138.30	23.82	303.54	288.53
95th-Percentile Queue Length [veh/ln]	5.50	9.53	9.48	7.13	13.05	12.18	7.74	9.57	9.39	1.71	17.86	17.11
95th-Percentile Queue Length [ft/ln]	137.46	238.20	236.88	178.21	326.34	304.49	193.39	239.22	234.73	42.87	446.41	427.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.64	27.58	27.59	55.12	29.66	29.92	51.77	24.98	24.99	56.59	44.80	45.11
Movement LOS	D	C	C	E	C	C	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	31.91			33.65			30.46			45.26		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	35.84											
Intersection LOS	D											
Intersection V/C	0.628											

Emissions

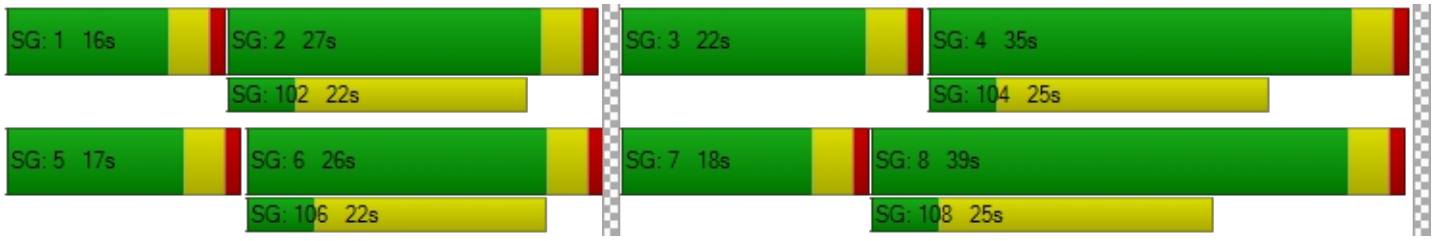
Vehicle Miles Traveled [mph]	17.10	45.04	44.69	16.67	47.78	43.52	100.29	197.53	192.76	6.32	90.00	85.02
Stops [stops/h]	109.97	202.86	201.45	142.57	299.61	275.22	155.70	203.95	199.15	34.29	437.10	415.48
Fuel consumption [US gal/h]	2.95	5.28	5.24	3.62	7.15	6.57	7.12	10.97	10.71	1.03	12.92	12.28
CO [g/h]	206.14	368.78	366.15	253.32	500.07	459.07	497.85	766.70	748.36	72.31	902.83	858.38
NOx [g/h]	40.11	71.75	71.24	49.29	97.30	89.32	96.86	149.17	145.60	14.07	175.66	167.01
VOC [g/h]	47.77	85.47	84.86	58.71	115.90	106.39	115.38	177.69	173.44	16.76	209.24	198.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.673	2.891	2.910	2.887
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	440	460	700	620
d_b, Bicycle Delay [s]	30.42	29.65	21.13	23.81
l_b,int, Bicycle LOS Score for Intersection	2.145	2.381	2.241	2.399
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	37	274	152	40	113	23	14	150	12	173	442	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	7	22	7	14	9	31	212	7	10	165	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	52	0	0	9	0	0	6	0	0	18
Total Hourly Volume [veh/h]	68	339	154	55	151	28	48	394	16	219	700	52
Peak Hour Factor	0.8238	0.8238	0.8238	0.8554	0.8554	0.8554	0.8688	0.8688	0.8688	0.9003	0.9003	0.9003
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	103	47	16	44	8	14	113	5	61	194	14
Total Analysis Volume [veh/h]	83	411	187	64	177	33	55	453	18	243	778	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	10	24	0	13	27	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	9	26	0	18	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	27	27	4	26	26	4	21	21	13	30	30
g / C, Green / Cycle	0.06	0.33	0.33	0.05	0.32	0.32	0.04	0.26	0.26	0.16	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.05	0.22	0.12	0.04	0.09	0.02	0.03	0.24	0.01	0.13	0.22	0.22
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1854
c, Capacity [veh/h]	109	632	537	89	612	520	82	496	422	284	709	691
d1, Uniform Delay [s]	37.04	22.73	20.14	37.49	20.29	18.78	37.61	28.67	22.08	32.84	20.24	20.24
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.29	0.11	0.24	0.12	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.56	5.12	1.78	10.37	1.19	0.23	9.16	15.76	0.04	14.84	0.92	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.65	0.35	0.72	0.29	0.06	0.67	0.91	0.04	0.86	0.60	0.60
d, Delay for Lane Group [s/veh]	47.60	27.85	21.92	47.86	21.48	19.01	46.76	44.43	22.12	47.68	21.16	21.19
Lane Group LOS	D	C	C	D	C	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.87	7.03	2.74	1.45	2.53	0.44	1.21	9.82	0.24	5.43	5.82	5.69
50th-Percentile Queue Length [ft/ln]	46.65	175.77	68.44	36.32	63.34	10.90	30.26	245.46	5.97	135.78	145.59	142.23
95th-Percentile Queue Length [veh/ln]	3.36	11.38	4.93	2.62	4.56	0.79	2.18	14.96	0.43	9.25	9.78	9.60
95th-Percentile Queue Length [ft/ln]	83.97	284.49	123.19	65.38	114.01	19.63	54.46	373.93	10.74	231.32	244.53	240.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.60	27.85	21.92	47.86	21.48	19.01	46.76	44.43	22.12	47.68	21.17	21.19
Movement LOS	D	C	C	D	C	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	28.63			27.34			43.91			27.14		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.01											
Intersection LOS	C											
Intersection V/C	0.624											

Emissions

Vehicle Miles Traveled [mph]	36.48	180.65	82.19	5.04	13.94	2.60	3.64	29.96	1.19	35.41	61.64	60.17
Stops [stops/h]	83.97	316.39	123.19	65.38	114.01	19.63	54.46	441.83	10.74	244.40	262.06	256.02
Fuel consumption [US gal/h]	2.83	11.59	4.89	1.31	2.16	0.37	1.33	10.62	0.26	6.61	7.19	7.03
CO [g/h]	197.54	810.47	342.06	91.37	151.15	26.17	92.63	742.07	17.85	462.05	502.80	491.13
NOx [g/h]	38.43	157.69	66.55	17.78	29.41	5.09	18.02	144.38	3.47	89.90	97.83	95.56
VOC [g/h]	45.78	187.83	79.28	21.18	35.03	6.06	21.47	171.98	4.14	107.09	116.53	113.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.535	2.496	2.724	2.863
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	775
d_b, Bicycle Delay [s]	21.03	21.03	21.03	15.01
l_b,int, Bicycle LOS Score for Intersection	2.769	2.027	2.437	2.465
Bicycle LOS	C	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	19	888	51	28	328	30	25	84	14	125	222	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	473	85	193	467	31	0	0	0	1	16	153
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	37	0	0	17	0	0	4	0	0	75
Total Hourly Volume [veh/h]	23	1547	110	227	864	50	30	102	13	152	285	226
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	440	31	65	246	14	9	29	4	43	81	64
Total Analysis Volume [veh/h]	26	1762	125	259	984	57	34	116	15	173	325	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	8	29	0	5	32	0	8	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	30	0	26	41	0	25	36	0	28	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	60	60	19	76	76	3	12	12	13	22	22
g / C, Green / Cycle	0.02	0.50	0.50	0.16	0.63	0.63	0.03	0.10	0.10	0.11	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.01	0.34	0.08	0.14	0.19	0.04	0.02	0.03	0.01	0.10	0.09	0.16
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	2569	802	287	3265	1019	52	358	160	203	661	295
d1, Uniform Delay [s]	57.94	23.07	16.49	49.56	10.10	8.48	57.67	50.31	49.16	52.27	44.04	47.67
k, delay calibration	0.11	0.50	0.50	0.28	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.83	1.51	0.41	21.44	0.24	0.10	12.90	0.52	0.25	9.53	0.57	7.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.69	0.16	0.90	0.30	0.06	0.65	0.32	0.09	0.85	0.49	0.87
d, Delay for Lane Group [s/veh]	69.77	24.58	16.91	71.00	10.34	8.58	70.57	50.83	49.41	61.80	44.61	55.52
Lane Group LOS	E	C	B	E	B	A	E	D	D	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.91	12.12	1.88	9.11	3.61	0.55	1.19	1.61	0.41	5.52	4.28	7.88
50th-Percentile Queue Length [ft/ln]	22.73	303.06	47.05	227.74	90.16	13.63	29.64	40.30	10.30	137.91	107.00	197.03
95th-Percentile Queue Length [veh/ln]	1.64	17.83	3.39	14.06	6.49	0.98	2.13	2.90	0.74	9.37	7.67	12.49
95th-Percentile Queue Length [ft/ln]	40.91	445.81	84.68	351.48	162.29	24.54	53.34	72.55	18.54	234.21	191.83	312.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.77	24.58	16.91	71.00	10.34	8.58	70.57	50.83	49.41	61.80	44.61	55.52
Movement LOS	E	C	B	E	B	A	E	D	D	E	D	E
d_A, Approach Delay [s/veh]	24.69			22.35			54.77			52.26		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.19											
Intersection LOS	C											
Intersection V/C	0.661											

Emissions

Vehicle Miles Traveled [mph]	10.79	731.34	51.88	77.36	293.90	17.02	2.40	8.20	1.06	31.84	59.82	47.30
Stops [stops/h]	27.27	1091.01	56.46	273.28	324.57	16.36	35.56	96.73	12.36	165.50	256.81	236.44
Fuel consumption [US gal/h]	1.08	47.45	2.91	9.79	16.18	0.89	1.01	2.68	0.34	5.32	8.19	7.46
CO [g/h]	75.36	3316.57	203.44	684.39	1130.98	61.97	70.80	187.59	23.82	372.18	572.71	521.77
NOx [g/h]	14.66	645.28	39.58	133.16	220.05	12.06	13.77	36.50	4.64	72.41	111.43	101.52
VOC [g/h]	17.47	768.65	47.15	158.62	262.11	14.36	16.41	43.48	5.52	86.26	132.73	120.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.365	3.395	2.619	2.908
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	617	533	583
d_b, Bicycle Delay [s]	36.82	28.70	32.27	30.10
l_b,int, Bicycle LOS Score for Intersection	2.632	2.284	1.699	2.244
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	101	339	14	52	200	45	62	108	53	3	146	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	5	10	7	18	56	68	0	1	66	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	431	22	73	249	72	131	199	64	5	243	78
Peak Hour Factor	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	121	6	21	70	20	37	56	18	1	68	22
Total Analysis Volume [veh/h]	137	485	25	82	280	81	147	224	72	6	274	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	407	432	435	396	418	454	398	420	454	506	545
Degree of Utilization, x	0.34	0.59	0.59	0.21	0.67	0.18	0.37	0.53	0.16	0.01	0.66

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.46	3.71	3.66	0.77	4.77	0.64	1.67	3.05	0.56	0.04	4.89
95th-Percentile Queue Length [ft]	36.42	92.82	91.46	19.22	119.24	16.09	41.75	76.34	13.95	0.90	122.26
Approach Delay [s/veh]	20.90			22.02			18.05			21.22	
Approach LOS	C			C			C			C	
Intersection Delay [s/veh]	20.56										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	41.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	61	353	0	8	448	75	264	116	43	2	74	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	30	0	0	22	0	0	25
Total Hourly Volume [veh/h]	135	1287	14	31	930	90	378	259	65	25	347	75
Peak Hour Factor	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	380	4	9	275	27	112	77	19	7	103	22
Total Analysis Volume [veh/h]	160	1521	17	37	1099	106	447	306	77	30	410	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	29	0	5	29	0	14	26	0	14	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	51	51	3	43	43	28	37	37	3	12	12
g / C, Green / Cycle	0.10	0.46	0.46	0.03	0.39	0.39	0.25	0.33	0.33	0.03	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.09	0.42	0.01	0.02	0.30	0.07	0.25	0.08	0.05	0.02	0.08	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	1673	747	56	1423	635	461	1201	536	53	551	172
d1, Uniform Delay [s]	48.87	27.41	16.05	52.73	29.06	21.65	40.59	26.81	25.77	52.72	47.68	46.47
k, delay calibration	0.30	0.50	0.50	0.11	0.50	0.50	0.43	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	29.39	8.83	0.06	12.58	4.12	0.57	32.07	0.11	0.12	9.37	2.01	2.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.91	0.02	0.66	0.77	0.17	0.97	0.25	0.14	0.57	0.74	0.52
d, Delay for Lane Group [s/veh]	78.26	36.24	16.11	65.31	33.18	22.22	72.66	26.92	25.89	62.10	49.69	48.86
Lane Group LOS	E	D	B	E	C	C	E	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.68	18.91	0.23	1.18	12.62	1.80	15.64	2.87	1.40	0.94	3.66	2.37
50th-Percentile Queue Length [ft/ln]	141.96	472.71	5.81	29.48	315.52	44.92	391.08	71.72	34.93	23.52	91.52	59.31
95th-Percentile Queue Length [veh/ln]	9.59	26.04	0.42	2.12	18.45	3.23	22.13	5.16	2.51	1.69	6.59	4.27
95th-Percentile Queue Length [ft/ln]	239.66	651.00	10.46	53.06	461.18	80.86	553.24	129.10	62.87	42.34	164.73	106.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	78.26	36.24	16.11	65.31	33.18	22.22	72.66	26.92	25.89	62.10	49.69	48.86
Movement LOS	E	D	B	E	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	40.00			33.20			51.46			50.26		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	41.51											
Intersection LOS	D											
Intersection V/C	0.767											

Emissions

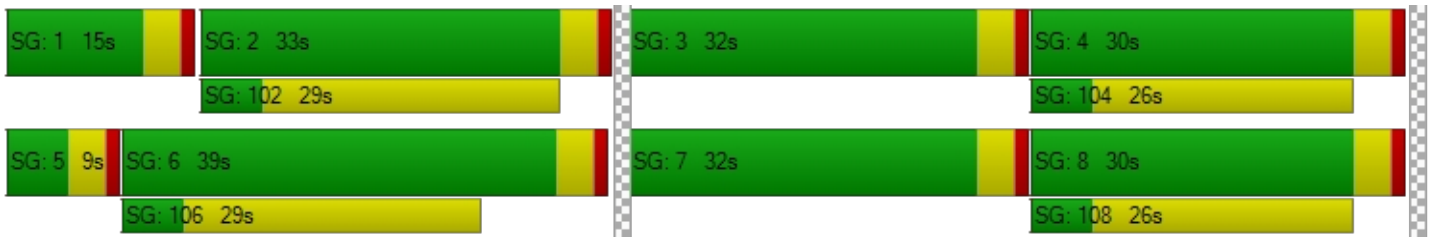
Vehicle Miles Traveled [mph]	10.42	99.09	1.11	2.93	87.05	8.40	48.71	33.34	8.39	15.12	206.58	44.84
Stops [stops/h]	185.84	1237.65	7.60	38.59	826.09	58.81	511.96	187.79	45.72	30.80	359.41	77.64
Fuel consumption [US gal/h]	5.22	30.00	0.19	1.07	20.68	1.50	13.38	4.72	1.16	1.22	15.08	3.25
CO [g/h]	364.59	2097.14	13.16	74.93	1445.21	104.73	935.43	329.60	80.76	85.49	1053.82	227.45
NOx [g/h]	70.94	408.03	2.56	14.58	281.19	20.38	182.00	64.13	15.71	16.63	205.04	44.25
VOC [g/h]	84.50	486.03	3.05	17.37	334.94	24.27	216.80	76.39	18.72	19.81	244.23	52.71

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.186	3.324	2.926	2.811
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	473	473
d_b, Bicycle Delay [s]	25.57	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.965	2.609	2.263	1.864
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.896

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	0	0	0	0	0	529	0	0	238	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	18	1	7	7	7	53	852	51	8	595	10
Peak Hour Factor	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	8	0	3	3	3	22	358	21	3	250	4
Total Analysis Volume [veh/h]	65	30	2	12	12	12	89	1431	86	13	999	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	447	449	524	564	564	575	493	530	530	532
Degree of Utilization, x	0.22	0.08	0.17	0.90	0.90	0.88	0.03	0.64	0.64	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.82	0.26	0.61	10.59	10.59	10.11	0.08	4.49	4.49	4.44
95th-Percentile Queue Length [ft]	20.40	6.51	15.20	264.7	264.7	252.6	2.03	112.1	112.1	111.0
Approach Delay [s/veh]	13.27	11.73	38.92				20.59			
Approach LOS	B	B	E				C			
Intersection Delay [s/veh]	30.86									
Intersection LOS	D									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	40.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	75	15	529	21	0	246	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	17	0	0	45	0	0	27	0	0	6
Total Hourly Volume [veh/h]	54	123	50	15	110	135	330	882	81	76	540	19
Peak Hour Factor	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	45	18	6	40	50	121	324	30	28	198	7
Total Analysis Volume [veh/h]	79	181	73	22	162	198	485	1296	119	112	793	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	18	32	32	5	19	19
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	37	50	50	15	28	28
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	35	35	35	2	32	31	48	57	8	26	32
g / C, Green / Cycle	0.32	0.32	0.32	0.02	0.29	0.28	0.44	0.52	0.08	0.23	0.29
(v / s)_i Volume / Saturation Flow Rate	0.18	0.10	0.05	0.01	0.21	0.27	0.36	0.07	0.06	0.22	0.02
s, saturation flow rate [veh/h]	432	1900	1615	1810	1732	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	157	599	509	42	507	513	1588	841	140	842	472
d1, Uniform Delay [s]	42.90	28.50	27.00	53.15	34.72	38.56	26.99	13.64	49.91	41.48	28.06
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.38	0.11	0.50	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.99	1.30	0.59	10.04	8.17	23.35	1.07	0.35	11.53	6.11	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.30	0.14	0.53	0.71	0.95	0.82	0.14	0.80	0.94	0.06
d, Delay for Lane Group [s/veh]	53.90	29.79	27.59	63.19	42.89	61.92	28.06	13.99	61.44	47.59	28.11
Lane Group LOS	D	C	C	E	D	E	C	B	E	D	C
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.97	3.83	1.46	0.70	9.36	15.47	13.92	1.50	3.39	10.80	0.52
50th-Percentile Queue Length [ft/ln]	49.28	95.63	36.58	17.54	233.98	386.80	348.07	37.56	84.74	270.01	13.04
95th-Percentile Queue Length [veh/ln]	3.55	6.89	2.63	1.26	14.38	21.92	20.04	2.70	6.10	16.19	0.94
95th-Percentile Queue Length [ft/ln]	88.70	172.14	65.84	31.58	359.41	548.07	501.05	67.61	152.54	404.75	23.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.90	29.79	27.59	63.19	42.89	42.89	61.92	28.06	13.99	61.44	47.59	28.11
Movement LOS	D	C	C	E	D	D	E	C	B	E	D	C
d_A, Approach Delay [s/veh]	35.03			44.06			35.82			48.67		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	40.01											
Intersection LOS	D											
Intersection V/C	0.700											

Emissions

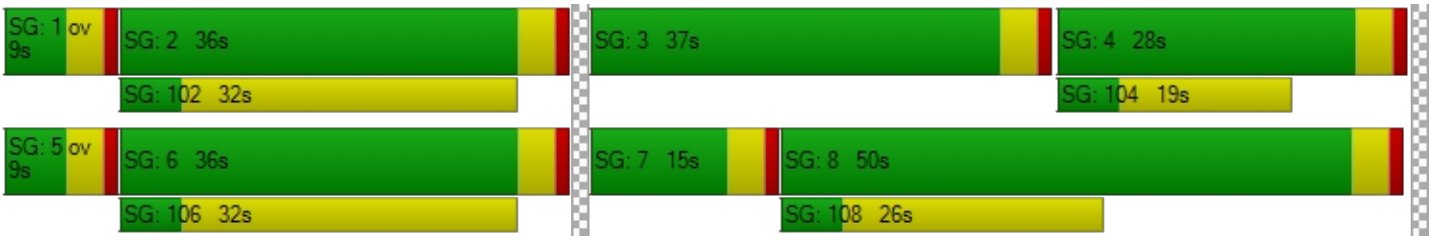
Vehicle Miles Traveled [mph]	19.90	45.60	18.39	11.05	180.78	44.53	118.98	10.93	27.79	196.73	6.95
Stops [stops/h]	64.51	125.19	47.88	22.96	306.30	506.36	911.31	49.17	110.94	706.93	17.06
Fuel consumption [US gal/h]	2.04	3.67	1.43	0.95	13.15	13.93	22.81	1.32	3.73	23.21	0.61
CO [g/h]	142.74	256.27	100.07	66.20	918.98	973.88	1594.39	92.60	260.86	1622.50	42.67
NOx [g/h]	27.77	49.86	19.47	12.88	178.80	189.48	310.21	18.02	50.75	315.68	8.30
VOC [g/h]	33.08	59.39	23.19	15.34	212.98	225.71	369.52	21.46	60.46	376.03	9.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.354	2.618	3.298	3.104
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	582	582	836	436
d_b, Bicycle Delay [s]	27.65	27.65	18.62	33.62
l_b,int, Bicycle LOS Score for Intersection	2.137	2.264	3.149	2.334
Bicycle LOS	B	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	592	0	0	333	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	13	0	0	32	0	0	3
Total Hourly Volume [veh/h]	127	162	9	7	29	40	325	1317	94	4	799	9
Peak Hour Factor	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	57	3	2	10	14	113	459	33	1	279	3
Total Analysis Volume [veh/h]	177	226	13	10	40	56	453	1837	131	6	1115	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	14	27	0	5	18	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	32	59	0	11	38	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	27	59	59	1	33	33
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.27	0.59	0.59	0.01	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.01	0.06	0.25	0.51	0.08	0.00	0.31	0.01
s, saturation flow rate [veh/h]	1320	1882	1159	1723	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	359	528	252	484	483	2133	952	17	1202	536
d1, Uniform Delay [s]	35.34	29.63	36.00	27.39	35.83	17.11	9.16	49.21	32.24	22.48
k, delay calibration	0.50	0.50	0.50	0.50	0.37	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.76	2.78	0.30	0.92	22.80	1.11	0.07	11.31	3.74	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.45	0.04	0.20	0.94	0.86	0.14	0.34	0.93	0.02
d, Delay for Lane Group [s/veh]	40.10	32.41	36.30	28.31	58.63	18.22	9.23	60.51	35.97	22.50
Lane Group LOS	D	C	D	C	E	B	A	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.24	4.96	0.22	1.82	13.21	14.90	1.13	0.20	12.70	0.20
50th-Percentile Queue Length [ft/ln]	105.89	124.11	5.59	45.38	330.26	372.45	28.26	4.98	317.48	4.98
95th-Percentile Queue Length [veh/ln]	7.61	8.62	0.40	3.27	19.17	21.23	2.03	0.36	18.54	0.36
95th-Percentile Queue Length [ft/ln]	190.26	215.46	10.07	81.69	479.28	530.70	50.86	8.96	463.59	8.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.10	32.41	32.41	36.30	28.31	28.31	58.63	18.22	9.23	60.51	35.97	22.50
Movement LOS	D	C	C	D	C	C	E	B	A	E	D	C
d_A, Approach Delay [s/veh]	35.68			29.06			25.30			35.95		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	29.42											
Intersection LOS	C											
Intersection V/C	0.693											

Emissions

Vehicle Miles Traveled [mph]	60.13	81.19	2.42	23.20	53.05	215.13	15.34	0.49	91.37	1.07
Stops [stops/h]	152.48	178.71	8.05	65.35	475.57	1072.64	40.69	7.16	914.35	7.17
Fuel consumption [US gal/h]	5.10	6.24	0.24	2.03	13.14	27.52	1.28	0.18	22.66	0.19
CO [g/h]	356.21	436.17	16.75	141.63	918.21	1923.83	89.32	12.57	1584.14	12.94
NOx [g/h]	69.31	84.86	3.26	27.56	178.65	374.31	17.38	2.45	308.22	2.52
VOC [g/h]	82.56	101.09	3.88	32.82	212.80	445.87	20.70	2.91	367.14	3.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.346	2.318	3.686	3.209
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	1100	680
d_b, Bicycle Delay [s]	27.38	27.38	10.13	21.78
l_b,int, Bicycle LOS Score for Intersection	2.251	1.756	3.583	2.498
Bicycle LOS	B	A	D	B

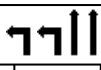
Sequence

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

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	100	0	280	0	0	0	50	313	0	0	200	134
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	256	0	0	0	0	0	0	0	0	101
Total Hourly Volume [veh/h]	243	34	766	0	0	0	102	750	0	0	571	304
Peak Hour Factor	0.8478	0.8478	0.8478	1.0000	1.0000	1.0000	0.8478	0.8478	1.0000	1.0000	0.8478	0.8478
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	10	226	0	0	0	30	221	0	0	168	90
Total Analysis Volume [veh/h]	287	40	903	0	0	0	120	885	0	0	673	359
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	31	0	0	0	0	5	21	0	0	12	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	21	0	0	0	0	9	39	0	0	30	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27		4	25	17	17
g / C, Green / Cycle	0.45	0.45	0.45		0.07	0.42	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.11		0.03	0.24	0.19	0.22
s, saturation flow rate [veh/h]	1810	1831	8500		3514	3618	3618	1615
c, Capacity [veh/h]	809	819	3800		254	1518	1015	453
d1, Uniform Delay [s]	10.08	10.07	10.26		26.73	13.38	19.08	19.97
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.56	0.55	0.15		1.36	0.36	0.75	3.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.20	0.24		0.47	0.58	0.66	0.79
d, Delay for Lane Group [s/veh]	10.64	10.62	10.41		28.08	13.74	19.83	23.14
Lane Group LOS	B	B	B		C	B	B	C
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.26	1.26	6.54		0.79	3.66	3.88	4.61
50th-Percentile Queue Length [ft/ln]	31.55	31.47	163.46		19.68	91.55	96.88	115.20
95th-Percentile Queue Length [veh/ln]	2.27	2.27	10.73		1.42	6.59	6.98	8.13
95th-Percentile Queue Length [ft/ln]	56.79	56.65	268.30		35.42	164.78	174.39	203.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.64	10.62	10.41	0.00	0.00	0.00	28.08	13.74	0.00	0.00	19.83	23.14
Movement LOS	B	B	B				C	B			B	C
d_A, Approach Delay [s/veh]	10.47			0.00			15.45			20.98		
Approach LOS	B			A			B			C		
d_I, Intersection Delay [s/veh]	15.32											
Intersection LOS	B											
Intersection V/C	0.363											

Emissions

Vehicle Miles Traveled [mph]	24.48	24.48	135.20		17.25	127.20	78.81	42.04
Stops [stops/h]	75.72	75.53	392.31		94.44	439.42	465.04	276.49
Fuel consumption [US gal/h]	1.78	1.78	9.65		2.45	12.30	8.53	4.95
CO [g/h]	124.44	124.31	674.25		171.34	859.65	596.25	345.94
NOx [g/h]	24.21	24.19	131.18		33.34	167.26	116.01	67.31
VOC [g/h]	28.84	28.81	156.26		39.71	199.23	138.19	80.18

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.122	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	0	1167	867
d_b, Bicycle Delay [s]	15.41	30.00	5.21	9.63
l_b,int, Bicycle LOS Score for Intersection	4.012	4.132	2.389	2.494
Bicycle LOS	D	D	B	B

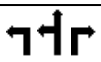
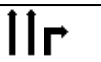
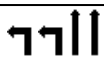
Sequence

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

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	187	4	37	0	218	29	130	295	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	280	0	100	0	83	50	134	166	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	36	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	0	506	5	109	0	347	64	291	523	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8617	0.8617	0.8617	1.0000	0.8328	0.8328	0.8983	0.8983	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	147	1	32	0	104	19	81	146	0
Total Analysis Volume [veh/h]	0	0	0	587	6	126	0	417	77	324	582	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		30	30	30	10	10	8	22
g / C, Green / Cycle		0.50	0.50	0.50	0.17	0.17	0.14	0.37
(v / s)_i Volume / Saturation Flow Rate		0.16	0.16	0.08	0.12	0.05	0.09	0.16
s, saturation flow rate [veh/h]		1810	1811	1615	3618	1615	3514	3618
c, Capacity [veh/h]		896	897	799	603	269	486	1345
d1, Uniform Delay [s]		9.15	9.15	8.30	23.55	21.88	24.53	14.11
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.99	0.99	0.42	1.43	0.58	1.58	0.22
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.33	0.33	0.16	0.69	0.29	0.67	0.43
d, Delay for Lane Group [s/veh]		10.14	10.14	8.72	24.98	22.46	26.11	14.34
Lane Group LOS		B	B	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		2.04	2.04	0.78	2.55	0.88	2.04	2.45
50th-Percentile Queue Length [ft/ln]		50.95	50.98	19.60	63.83	21.95	50.94	61.13
95th-Percentile Queue Length [veh/ln]		3.67	3.67	1.41	4.60	1.58	3.67	4.40
95th-Percentile Queue Length [ft/ln]		91.70	91.76	35.29	114.89	39.51	91.69	110.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.14	10.14	8.72	0.00	24.98	22.46	26.11	14.34	0.00
Movement LOS				B	B	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			9.89			24.59			18.55		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	17.02											
Intersection LOS	B											
Intersection V/C	0.371											

Emissions

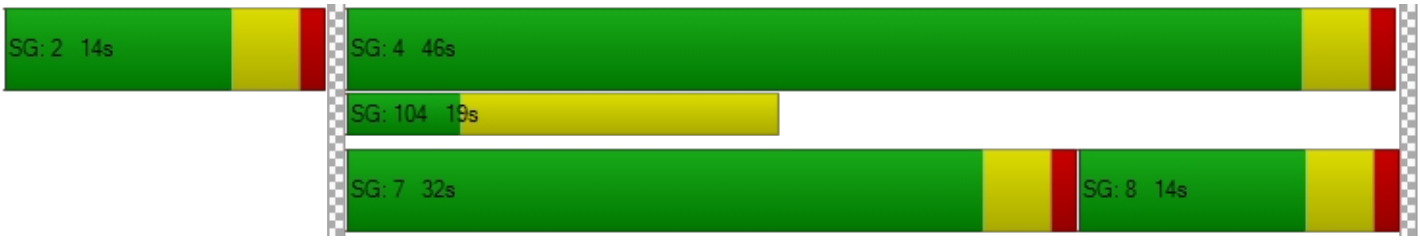
Vehicle Miles Traveled [mph]		19.87	19.88	8.45	47.47	8.77	46.57	83.65
Stops [stops/h]		122.27	122.34	47.05	306.38	52.68	244.51	293.42
Fuel consumption [US gal/h]		2.52	2.53	0.99	7.56	1.31	6.36	8.21
CO [g/h]		176.47	176.58	69.09	528.21	91.39	444.44	574.13
NOx [g/h]		34.33	34.36	13.44	102.77	17.78	86.47	111.70
VOC [g/h]		40.90	40.92	16.01	122.42	21.18	103.00	133.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.299	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	333	1400
d_b, Bicycle Delay [s]	30.00	20.83	20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.805	1.984	2.307
Bicycle LOS	D	C	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	74	297	98	54	174	43	23	193	48	80	334	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	23	0	1	7	0	0	0	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	30	0	0	13	0	0	15	0	0	39
Total Hourly Volume [veh/h]	107	382	89	66	218	39	28	234	43	97	404	115
Peak Hour Factor	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	110	26	19	63	11	8	67	12	28	116	33
Total Analysis Volume [veh/h]	123	439	102	76	251	45	32	269	49	112	464	132
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	30	0	12	30	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	43	43	4	41	41	3	10	10	6	14	14
g / C, Green / Cycle	0.09	0.54	0.54	0.05	0.51	0.51	0.03	0.13	0.13	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.07	0.15	0.15	0.04	0.08	0.08	0.02	0.07	0.03	0.06	0.13	0.08
s, saturation flow rate [veh/h]	1810	1900	1778	1810	1900	1802	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	156	1026	961	99	967	917	58	456	204	143	626	279
d1, Uniform Delay [s]	35.86	9.91	9.92	37.31	10.47	10.49	38.15	33.00	31.51	36.17	31.38	29.79
k, delay calibration	0.14	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.14	0.65	0.70	11.68	0.34	0.37	7.95	1.22	0.60	9.01	1.75	1.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.27	0.27	0.77	0.16	0.16	0.55	0.59	0.24	0.78	0.74	0.47
d, Delay for Lane Group [s/veh]	47.00	10.56	10.62	48.99	10.82	10.86	46.10	34.22	32.11	45.18	33.14	31.03
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.69	2.35	2.23	1.71	1.29	1.26	0.71	2.38	0.84	2.38	4.10	2.23
50th-Percentile Queue Length [ft/ln]	67.29	58.80	55.75	42.63	32.25	31.38	17.82	59.57	20.90	59.40	102.44	55.68
95th-Percentile Queue Length [veh/ln]	4.85	4.23	4.01	3.07	2.32	2.26	1.28	4.29	1.50	4.28	7.38	4.01
95th-Percentile Queue Length [ft/ln]	121.13	105.83	100.35	76.73	58.05	56.48	32.07	107.23	37.62	106.91	184.39	100.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.00	10.58	10.62	48.99	10.83	10.86	46.10	34.22	32.11	45.18	33.14	31.03
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	17.34			18.63			35.01			34.65		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	26.37											
Intersection LOS	C											
Intersection V/C	0.336											

Emissions

Vehicle Miles Traveled [mph]	61.64	139.60	131.49	38.04	75.31	72.85	16.20	136.15	24.80	18.62	77.15	21.95
Stops [stops/h]	121.13	105.83	100.35	76.73	58.05	56.48	32.07	214.47	37.62	106.91	368.79	100.22
Fuel consumption [US gal/h]	4.80	6.70	6.32	3.02	3.63	3.52	1.25	9.21	1.64	3.00	10.36	2.83
CO [g/h]	335.18	468.33	441.93	210.79	254.04	246.13	87.66	643.55	114.50	209.51	724.06	197.95
NOx [g/h]	65.21	91.12	85.98	41.01	49.43	47.89	17.06	125.21	22.28	40.76	140.88	38.51
VOC [g/h]	77.68	108.54	102.42	48.85	58.88	57.04	20.32	149.15	26.54	48.56	167.81	45.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.666	2.614	2.716	2.802
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	625
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	2.132	1.877	1.861	2.176
Bicycle LOS	B	A	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	91	634	50	62	407	16	13	205	96	107	342	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	401	0	0	471	2	11	0	16	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	5	0	0	33	0	0	31
Total Hourly Volume [veh/h]	112	1168	37	75	963	16	27	248	99	129	431	94
Peak Hour Factor	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	374	12	24	309	5	9	79	32	41	138	30
Total Analysis Volume [veh/h]	144	1497	47	96	1234	21	35	318	127	165	552	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	28	0	5	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	33	0	12	32	0	9	30	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	47	47	6	45	45	3	11	11	10	18	18
g / C, Green / Cycle	0.10	0.53	0.53	0.07	0.50	0.50	0.03	0.12	0.12	0.11	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.08	0.29	0.03	0.05	0.34	0.01	0.02	0.09	0.08	0.09	0.15	0.07
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	176	2718	848	123	1793	800	59	430	192	199	710	317
d1, Uniform Delay [s]	39.82	14.28	10.45	41.27	17.37	11.60	42.93	38.31	37.92	39.21	34.30	31.40
k, delay calibration	0.23	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.21	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.99	0.81	0.12	10.09	2.18	0.06	9.02	2.51	3.86	15.28	1.88	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.55	0.06	0.78	0.69	0.03	0.59	0.74	0.66	0.83	0.78	0.38
d, Delay for Lane Group [s/veh]	56.81	15.09	10.58	51.36	19.55	11.66	51.95	40.82	41.78	54.48	36.18	32.15
Lane Group LOS	E	B	B	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.81	6.02	0.43	2.35	8.99	0.21	0.88	3.37	2.75	4.36	5.80	2.30
50th-Percentile Queue Length [ft/ln]	95.13	150.45	10.76	58.65	224.75	5.13	22.11	84.32	68.85	109.04	144.90	57.47
95th-Percentile Queue Length [veh/ln]	6.85	10.04	0.77	4.22	13.91	0.37	1.59	6.07	4.96	7.79	9.74	4.14
95th-Percentile Queue Length [ft/ln]	171.23	251.03	19.36	105.58	347.68	9.24	39.80	151.77	123.93	194.66	243.61	103.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.81	15.09	10.58	51.36	19.55	11.66	51.95	40.82	41.78	54.48	36.18	32.15
Movement LOS	E	B	B	D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	18.52			21.69			41.89			39.21		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	26.06											
Intersection LOS	C											
Intersection V/C	0.600											

Emissions

Vehicle Miles Traveled [mph]	7.71	80.13	2.52	42.30	543.73	9.25	3.38	30.70	12.26	83.51	279.38	60.73
Stops [stops/h]	152.20	722.15	17.21	93.85	719.19	8.22	35.38	269.81	110.16	174.46	463.69	91.96
Fuel consumption [US gal/h]	3.82	16.32	0.40	3.62	32.49	0.47	0.93	7.05	2.87	6.23	18.13	3.79
CO [g/h]	267.10	1140.96	28.06	253.04	2271.08	32.79	64.70	492.69	200.60	435.54	1267.07	265.15
NOx [g/h]	51.97	221.99	5.46	49.23	441.87	6.38	12.59	95.86	39.03	84.74	246.53	51.59
VOC [g/h]	61.90	264.43	6.50	58.64	526.35	7.60	15.00	114.18	46.49	100.94	293.66	61.45

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.341	3.237	2.900	2.717
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	622	578	711
d_b, Bicycle Delay [s]	20.67	21.36	22.76	18.69
l_b,int, Bicycle LOS Score for Intersection	2.495	2.678	1.983	2.276
Bicycle LOS	B	B	A	B

Sequence

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

Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	7	0	13	11	301	0	0	367	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	21	0	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	8	0	16	13	385	0	0	444	44
Peak Hour Factor	1.0000	1.0000	1.0000	0.7917	1.0000	0.7917	0.6689	0.6689	0.6689	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	0	5	5	144	0	0	142	14
Total Analysis Volume [veh/h]	0	0	0	10	0	20	19	576	0	0	567	56
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.03	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	20.91	25.69	10.04	21.82	0.00	10.37	8.79	0.00	0.00	8.57	0.00	0.00
Movement LOS	C	D	B	C		B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.14	0.00	0.09	0.06	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.49	0.00	2.24	1.50	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.88			14.19			0.28			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	0.47											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	55	20	206	58	2	1	84	2	62	87	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	67	24	270	70	2	1	102	2	75	105	289
Peak Hour Factor	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	7	80	21	1	0	30	1	22	31	86
Total Analysis Volume [veh/h]	0	80	29	321	83	2	1	121	2	89	125	344
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	626	523	564	465	498	499	521	556	624
Degree of Utilization, x	0.05	0.61	0.15	0.00	0.12	0.12	0.21	0.19	0.55

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.15	4.11	0.53	0.01	0.42	0.42	0.76	0.71	3.36
95th-Percentile Queue Length [ft]	3.64	102.76	13.20	0.16	10.50	10.46	19.09	17.67	84.02
Approach Delay [s/veh]	9.03	17.92		10.93			13.68		
Approach LOS	A	C		B			B		
Intersection Delay [s/veh]	14.79								
Intersection LOS	B								

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	155	3	80	41	1	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	4	97	50	1	106
Peak Hour Factor	0.6058	0.6058	0.6058	0.6058	0.6058	0.6058
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	2	40	21	0	44
Total Analysis Volume [veh/h]	310	7	160	83	2	175
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.13	0.00	0.01	0.20
d_M, Delay for Movement [s/veh]	0.00	0.00	8.29	0.00	15.53	10.18
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.44	0.00	0.02	0.75
95th-Percentile Queue Length [ft/ln]	0.00	0.00	10.93	0.00	0.44	18.74
d_A, Approach Delay [s/veh]	0.00		5.46		10.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	66	231	22	54	200	68	56	89	42	36	147	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	40	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	320	22	65	249	82	68	108	51	44	178	75
Peak Hour Factor	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	95	7	19	74	24	20	32	15	13	53	22
Total Analysis Volume [veh/h]	102	378	26	77	294	97	80	128	60	52	210	89
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	484	517	523	482	514	539	515	565	488	520	571
Degree of Utilization, x	0.21	0.39	0.39	0.16	0.38	0.36	0.16	0.33	0.11	0.40	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.79	1.84	1.81	0.56	1.76	1.64	0.55	1.45	0.36	1.94	0.55
95th-Percentile Queue Length [ft]	19.71	46.02	45.18	14.11	44.08	41.10	13.65	36.34	8.88	48.44	13.72
Approach Delay [s/veh]	13.59			13.21			11.85		12.72		
Approach LOS	B			B			B		B		
Intersection Delay [s/veh]	13.00										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	32	621	138	14	612	12	21	4	18	211	4	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	402	0	0	485	2	1	0	10	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	167	0	0	17	0	0	32	0	0	57
Total Hourly Volume [veh/h]	47	1153	0	17	1226	0	26	5	0	255	11	0
Peak Hour Factor	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	306	0	5	325	0	7	1	0	68	3	0
Total Analysis Volume [veh/h]	50	1224	0	18	1302	0	28	5	0	271	12	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	27	0	0	18	0	0	10	0	0	51	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	41	41	41	5	14	14	14
g / C, Green / Cycle	0.04	0.61	0.61	0.52	0.52	0.52	0.07	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.03	0.22	0.22	0.04	0.25	0.00	0.02	0.15	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	463	5176	1615	1823	1810	1900	1615
c, Capacity [veh/h]	77	2194	1153	259	2662	831	119	322	338	287
d1, Uniform Delay [s]	37.73	7.96	7.96	16.73	12.61	0.00	35.58	31.79	27.20	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.06	0.47	0.90	0.52	0.65	0.00	1.24	5.92	0.04	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.37	0.37	0.07	0.49	0.00	0.28	0.84	0.04	0.00
d, Delay for Lane Group [s/veh]	46.79	8.43	8.85	17.24	13.25	0.00	36.82	37.71	27.24	0.00
Lane Group LOS	D	A	A	B	B	A	D	D	C	A
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.14	3.16	3.45	0.23	4.34	0.00	0.65	5.51	0.19	0.00
50th-Percentile Queue Length [ft/ln]	28.47	78.96	86.35	5.85	108.53	0.00	16.25	137.67	4.81	0.00
95th-Percentile Queue Length [veh/ln]	2.05	5.69	6.22	0.42	7.76	0.00	1.17	9.36	0.35	0.00
95th-Percentile Queue Length [ft/ln]	51.25	142.13	155.43	10.53	193.96	0.00	29.25	233.88	8.66	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.79	8.57	8.85	17.24	13.25	0.00	36.82	36.82	36.82	37.71	27.24	0.00
Movement LOS	D	A	A	B	B	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	10.07			13.31			36.82			37.26		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	14.49											
Intersection LOS	B											
Intersection V/C	0.447											

Emissions

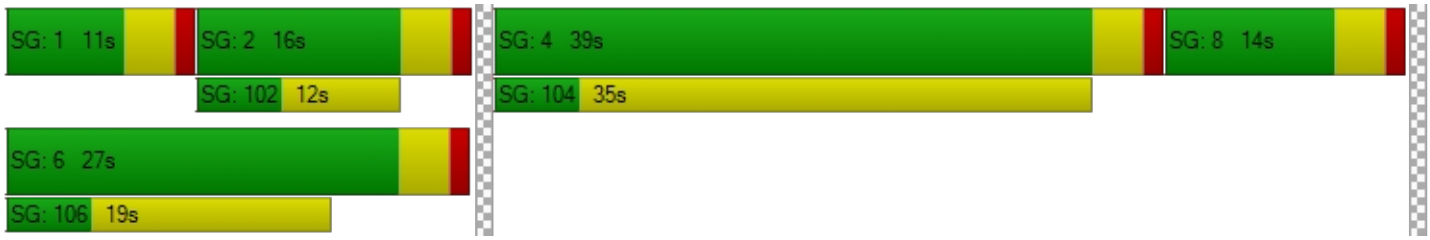
Vehicle Miles Traveled [mph]	24.95	400.51	210.35	1.74	125.98	0.00	2.63	136.91	6.06	0.00
Stops [stops/h]	51.25	284.27	155.43	10.53	586.07	0.00	29.25	247.80	8.66	0.00
Fuel consumption [US gal/h]	1.79	19.43	10.28	0.25	15.12	0.00	0.48	9.19	0.37	0.00
CO [g/h]	124.87	1358.50	718.42	17.74	1056.68	0.00	33.40	642.14	26.03	0.00
NOx [g/h]	24.30	264.31	139.78	3.45	205.59	0.00	6.50	124.94	5.06	0.00
VOC [g/h]	28.94	314.85	166.50	4.11	244.90	0.00	7.74	148.82	6.03	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.229	1.815	2.341
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.352	2.295	1.667	2.121
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	42.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	48	0	0	55	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	60	0	0	68	0	0	14	0	0	42
Total Hourly Volume [veh/h]	100	114	181	144	137	205	134	561	40	209	779	124
Peak Hour Factor	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	40	64	51	48	72	47	197	14	74	274	44
Total Analysis Volume [veh/h]	141	161	255	203	193	289	189	790	56	294	1097	175
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	24	0	10	28	0	8	18	0	12	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	23	0	25	32	0	23	19	0	33	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	27	13	31	31	12	26	26	18	32	32
g / C, Green / Cycle	0.10	0.27	0.13	0.31	0.31	0.12	0.26	0.26	0.18	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.18	0.10	0.22	0.03	0.16	0.30	0.11
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	172	461	239	581	494	224	924	413	332	1140	509
d1, Uniform Delay [s]	44.40	35.27	42.43	26.81	29.34	42.87	35.46	28.71	39.80	33.65	26.29
k, delay calibration	0.15	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.48	23.43	8.21	1.53	5.00	8.41	2.39	0.15	9.06	6.30	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.90	0.85	0.33	0.59	0.84	0.85	0.14	0.89	0.96	0.34
d, Delay for Lane Group [s/veh]	56.88	58.70	50.64	28.34	34.34	51.29	37.85	28.86	48.86	39.95	26.69
Lane Group LOS	E	E	D	C	C	D	D	C	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.03	12.70	5.45	3.82	6.54	4.81	8.72	0.98	7.39	12.79	3.00
50th-Percentile Queue Length [ft/ln]	100.85	317.54	136.26	95.53	163.55	120.30	217.97	24.57	184.65	319.87	74.94
95th-Percentile Queue Length [veh/ln]	7.26	18.55	9.28	6.88	10.74	8.41	13.56	1.77	11.84	18.66	5.40
95th-Percentile Queue Length [ft/ln]	181.54	463.66	231.97	171.95	268.42	210.23	339.04	44.22	296.08	466.53	134.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.88	58.70	58.70	50.64	28.34	34.34	51.29	37.85	28.86	48.86	39.95	26.69
Movement LOS	E	E	E	D	C	C	D	D	C	D	D	C
d_A, Approach Delay [s/veh]	58.24			37.48			39.82			40.14		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	42.20											
Intersection LOS	D											
Intersection V/C	0.763											

Emissions

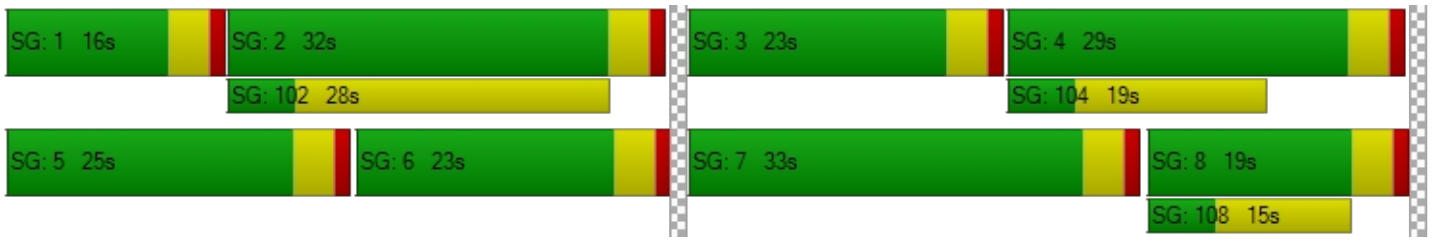
Vehicle Miles Traveled [mph]	19.78	58.35	28.26	26.87	40.23	94.58	395.35	28.02	76.80	286.57	45.72
Stops [stops/h]	145.23	457.25	196.21	137.56	235.52	173.23	627.76	35.37	265.90	921.23	107.92
Fuel consumption [US gal/h]	3.08	9.35	4.12	2.85	4.73	8.35	30.97	1.92	10.43	35.62	4.48
CO [g/h]	215.18	653.36	287.65	199.15	330.77	583.94	2164.80	134.45	729.14	2489.52	313.46
NOx [g/h]	41.87	127.12	55.97	38.75	64.36	113.61	421.19	26.16	141.86	484.37	60.99
VOC [g/h]	49.87	151.42	66.67	46.15	76.66	135.33	501.71	31.16	168.98	576.97	72.65

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.350	2.503	3.267	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	560	300	500
d_b, Bicycle Delay [s]	32.81	25.92	36.13	28.13
l_b,int, Bicycle LOS Score for Intersection	2.578	2.802	2.425	2.886
Bicycle LOS	B	C	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	95	228	136	25	238	75	77	416	109	212	782	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	0	0	7	0	23	48	0	0	55	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	41	0	0	23	0	0	33	0	0	10
Total Hourly Volume [veh/h]	115	299	124	30	295	68	116	551	99	257	1001	28
Peak Hour Factor	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	83	34	8	81	19	32	152	27	71	276	8
Total Analysis Volume [veh/h]	127	330	137	33	326	75	128	609	109	284	1106	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	14	24	0	19	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	26	0	18	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	7	18	18	13	24	24
g / C, Green / Cycle	0.39	0.39	0.39	0.39	0.09	0.26	0.26	0.18	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.13	0.17	0.08	0.25	0.07	0.17	0.07	0.16	0.31	0.02
s, saturation flow rate [veh/h]	999	1900	1615	1769	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	269	734	624	739	169	943	421	329	1262	563
d1, Uniform Delay [s]	21.51	15.96	14.41	17.25	30.95	23.00	20.52	27.80	21.38	15.13
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.83	1.99	0.81	3.41	6.70	0.75	0.32	7.78	2.11	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.45	0.22	0.59	0.76	0.65	0.26	0.86	0.88	0.06
d, Delay for Lane Group [s/veh]	27.34	17.95	15.22	20.66	37.65	23.75	20.84	35.58	23.49	15.17
Lane Group LOS	C	B	B	C	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.11	3.75	1.39	5.45	2.29	4.14	1.33	4.95	7.78	0.30
50th-Percentile Queue Length [ft/ln]	52.79	93.76	34.86	136.34	57.13	103.43	33.18	123.66	194.55	7.51
95th-Percentile Queue Length [veh/ln]	3.80	6.75	2.51	9.28	4.11	7.45	2.39	8.59	12.36	0.54
95th-Percentile Queue Length [ft/ln]	95.03	168.77	62.74	232.09	102.83	186.17	59.72	214.84	308.93	13.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.34	17.95	15.22	20.66	20.66	20.66	37.65	23.75	20.84	35.58	23.49	15.17
Movement LOS	C	B	B	C	C	C	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	19.33			20.66			25.48			25.72		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	23.84											
Intersection LOS	C											
Intersection V/C	0.622											

Emissions

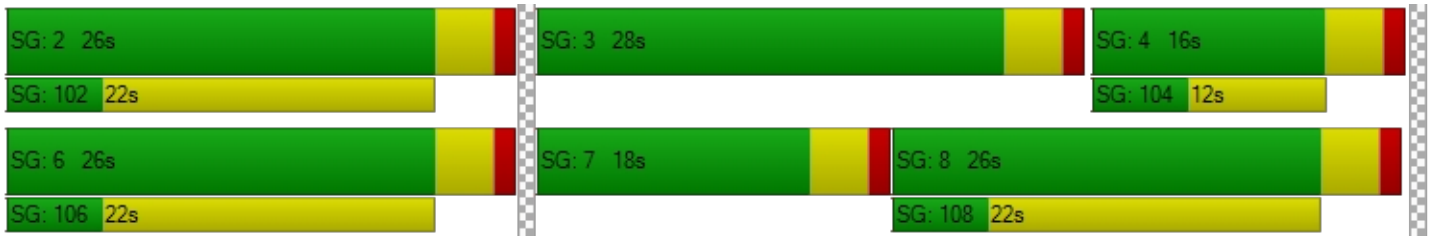
Vehicle Miles Traveled [mph]	47.98	124.68	51.76	218.05	64.76	308.10	55.14	142.12	553.49	15.51
Stops [stops/h]	108.60	192.88	71.71	280.47	117.52	425.52	68.25	254.38	800.44	15.45
Fuel consumption [US gal/h]	3.70	7.88	3.09	12.79	4.45	18.16	3.11	9.65	32.98	0.80
CO [g/h]	258.76	550.62	216.00	893.76	311.39	1269.39	217.25	674.26	2305.02	56.14
NOx [g/h]	50.34	107.13	42.03	173.89	60.58	246.98	42.27	131.19	448.47	10.92
VOC [g/h]	59.97	127.61	50.06	207.14	72.17	294.19	50.35	156.27	534.21	13.01

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.753	2.435	3.148	2.991
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	343
d_b, Bicycle Delay [s]	16.46	16.46	16.46	24.03
l_b,int, Bicycle LOS Score for Intersection	2.607	2.314	2.285	2.740
Bicycle LOS	B	B	B	B

Sequence

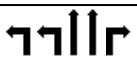
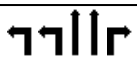
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	48.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	356	1	1	420	74	52	69	2	2	51	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	65	0	0	72	0	0	30	0	0	50
Total Hourly Volume [veh/h]	227	973	194	184	873	216	348	680	91	312	798	150
Peak Hour Factor	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	288	58	55	259	64	103	202	27	93	237	44
Total Analysis Volume [veh/h]	269	1154	230	218	1035	256	413	806	108	370	946	178
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	37	0	8	32	0	10	34	0	15	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	46	0	13	36	0	18	36	0	25	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	47	47	9	37	37	14	33	33	15	34	34
g / C, Green / Cycle	0.16	0.39	0.39	0.08	0.30	0.30	0.12	0.28	0.28	0.13	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.14	0.06	0.29	0.09	0.12	0.22	0.07	0.11	0.26	0.11
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	287	1404	627	264	1102	871	410	1006	449	442	1038	463
d1, Uniform Delay [s]	49.93	33.00	26.20	54.73	40.63	31.86	53.00	40.25	33.52	51.26	41.30	34.28
k, delay calibration	0.38	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	33.34	5.54	1.66	6.52	15.92	0.86	22.46	1.54	0.27	4.29	3.53	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.82	0.37	0.83	0.94	0.29	1.01	0.80	0.24	0.84	0.91	0.38
d, Delay for Lane Group [s/veh]	83.26	38.54	27.86	61.25	56.55	32.72	75.46	41.78	33.80	55.55	44.83	34.80
Lane Group LOS	F	D	C	E	E	C	F	D	C	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.39	15.34	4.80	3.41	16.65	2.86	7.34	10.96	2.43	5.60	13.60	4.15
50th-Percentile Queue Length [ft/ln]	259.78	383.51	120.05	85.18	416.27	71.51	183.44	273.94	60.80	140.06	339.91	103.87
95th-Percentile Queue Length [veh/ln]	15.68	21.76	8.40	6.13	23.34	5.15	11.82	16.39	4.38	9.48	19.64	7.48
95th-Percentile Queue Length [ft/ln]	391.95	544.10	209.90	153.33	583.57	128.72	295.39	409.66	109.45	237.11	491.10	186.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	83.26	38.54	27.86	61.25	56.55	32.72	75.46	41.78	33.80	55.55	44.83	34.80
Movement LOS	F	D	C	E	E	C	F	D	C	E	D	C
d_A, Approach Delay [s/veh]	44.33			53.19			51.61			46.29		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	48.67											
Intersection LOS	D											
Intersection V/C	0.814											

Emissions

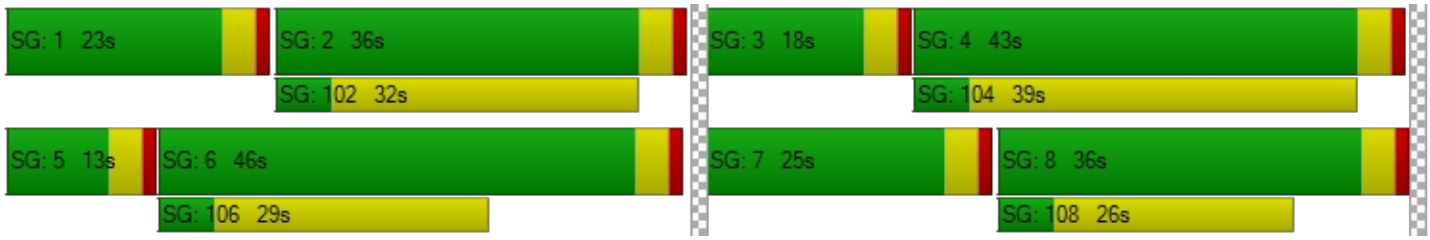
Vehicle Miles Traveled [mph]	101.27	434.45	86.59	108.80	516.54	127.76	91.99	179.52	24.05	187.19	478.59	90.05
Stops [stops/h]	311.74	920.43	144.06	204.44	999.04	171.63	440.24	657.46	72.97	336.15	815.80	124.65
Fuel consumption [US gal/h]	11.90	35.39	6.06	8.99	42.04	8.22	13.96	19.74	2.32	14.19	33.79	5.71
CO [g/h]	832.13	2473.54	423.82	628.27	2938.45	574.43	975.89	1379.95	162.25	991.85	2361.76	399.18
NOx [g/h]	161.90	481.26	82.46	122.24	571.72	111.76	189.87	268.49	31.57	192.98	459.51	77.67
VOC [g/h]	192.85	573.27	98.22	145.61	681.01	133.13	226.17	319.82	37.60	229.87	547.36	92.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.355	3.515	3.255	3.212
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	533	533	650
d_b, Bicycle Delay [s]	25.35	32.27	32.27	27.34
l_b,int, Bicycle LOS Score for Intersection	2.977	2.864	2.679	2.833
Bicycle LOS	C	C	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	24.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	148	0	1107	942	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.2100	1.0000	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	337	297	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	179	0	1676	1437	86
Peak Hour Factor	1.0000	0.8409	1.0000	0.7814	0.9648	0.9648
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	53	0	536	372	22
Total Analysis Volume [veh/h]	0	213	0	2145	1489	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.74	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	24.48	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.63	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	40.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	24.48		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	192	0	423	0	0	0	69	686	0	0	719	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	168	0	0	0	45	169	0	0	149	148
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	170	0	0	0	0	0	0	0	0	150
Total Hourly Volume [veh/h]	321	0	510	0	0	0	128	999	0	0	1019	448
Peak Hour Factor	0.8887	0.8887	0.8887	1.0000	1.0000	1.0000	0.8887	0.8887	1.0000	1.0000	0.8887	0.8887
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	0	143	0	0	0	36	281	0	0	287	126
Total Analysis Volume [veh/h]	361	0	574	0	0	0	144	1124	0	0	1147	504
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	17	0	0	0	0	5	35	0	0	26	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	28	0	0	0	0	12	52	0	0	40	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31		8	41	30	30
g / C, Green / Cycle	0.38	0.38		0.10	0.52	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20		0.08	0.31	0.22	0.31
s, saturation flow rate [veh/h]	1810	2859		1810	3618	5176	1615
c, Capacity [veh/h]	689	1089		179	1877	1916	598
d1, Uniform Delay [s]	19.14	19.18		35.30	13.43	20.38	23.06
k, delay calibration	0.50	0.50		0.22	0.11	0.11	0.23
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.83	1.83		15.28	0.31	0.30	6.78
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.53		0.81	0.60	0.60	0.84
d, Delay for Lane Group [s/veh]	21.98	21.00		50.58	13.74	20.69	29.85
Lane Group LOS	C	C		D	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.23	4.01		3.37	6.09	5.29	8.94
50th-Percentile Queue Length [ft/ln]	130.86	100.31		84.25	152.13	132.37	223.60
95th-Percentile Queue Length [veh/ln]	8.99	7.22		6.07	10.13	9.07	13.85
95th-Percentile Queue Length [ft/ln]	224.66	180.56		151.65	253.27	226.72	346.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.98	21.98	21.00	0.00	0.00	0.00	50.58	13.74	0.00	0.00	20.69	29.85
Movement LOS	C	C	C				D	B			C	C
d_A, Approach Delay [s/veh]	21.38			0.00			17.92			23.48		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	21.14											
Intersection LOS	C											
Intersection V/C	0.592											

Emissions

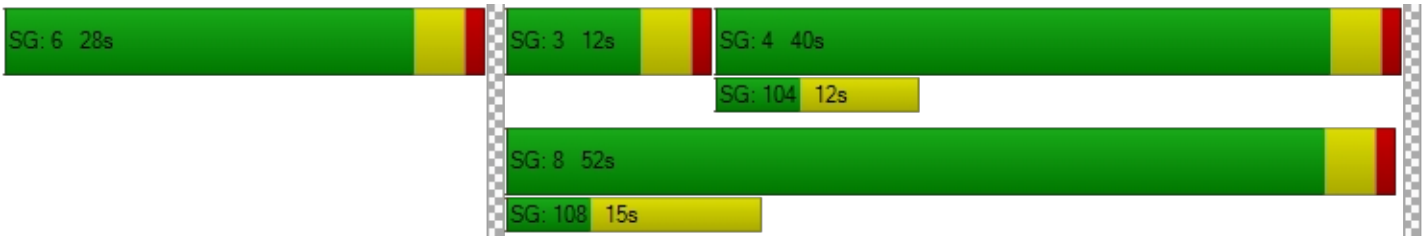
Vehicle Miles Traveled [mph]	62.75	99.77		11.93	93.12	63.04	27.70
Stops [stops/h]	235.54	361.11		151.65	547.67	714.81	402.48
Fuel consumption [US gal/h]	6.18	9.57		3.40	11.86	14.11	8.01
CO [g/h]	431.71	669.26		237.60	828.87	986.21	559.70
NOx [g/h]	83.99	130.21		46.23	161.27	191.88	108.90
VOC [g/h]	100.05	155.11		55.07	192.10	228.56	129.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.657	2.100	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1200	900
d_b, Bicycle Delay [s]	19.60	40.00	6.40	12.10
l_b,int, Bicycle LOS Score for Intersection	3.383	4.132	2.606	2.550
Bicycle LOS	C	D	B	B

Sequence

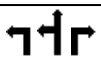
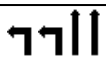
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	19.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	168	0	89	0	46	45	148	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	46	0	0	51	0	0	0
Total Hourly Volume [veh/h]	0	0	0	502	1	136	0	626	151	541	798	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8189	0.8189	0.8189	1.0000	0.7346	0.7346	0.9069	0.9069	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	153	0	42	0	213	51	149	220	0
Total Analysis Volume [veh/h]	0	0	0	613	1	166	0	852	206	597	880	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	13	0	0	21	0	14	39	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	30	0	0	18	0	12	30	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		14	14	14	21	21	13	38
g / C, Green / Cycle		0.23	0.23	0.23	0.35	0.35	0.22	0.64
(v / s)_i Volume / Saturation Flow Rate		0.17	0.17	0.10	0.28	0.30	0.17	0.24
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1778	3514	3618
c, Capacity [veh/h]		413	413	368	668	625	775	2310
d1, Uniform Delay [s]		21.53	21.53	19.92	17.49	17.97	21.96	5.18
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		11.50	11.50	3.94	2.17	3.28	1.66	0.10
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.74	0.74	0.45	0.79	0.85	0.77	0.38
d, Delay for Lane Group [s/veh]		33.03	33.02	23.86	19.66	21.25	23.62	5.28
Lane Group LOS		C	C	C	B	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		4.85	4.85	2.17	5.87	6.19	3.64	1.58
50th-Percentile Queue Length [ft/ln]		121.28	121.28	54.28	146.82	154.72	91.11	39.49
95th-Percentile Queue Length [veh/ln]		8.46	8.46	3.91	9.85	10.27	6.56	2.84
95th-Percentile Queue Length [ft/ln]		211.58	211.59	97.71	246.17	256.71	164.00	71.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	33.03	33.02	23.86	0.00	20.26	21.25	23.62	5.28	0.00
Movement LOS				C	C	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			31.08			20.46			12.70		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	19.50											
Intersection LOS	B											
Intersection V/C	0.637											

Emissions

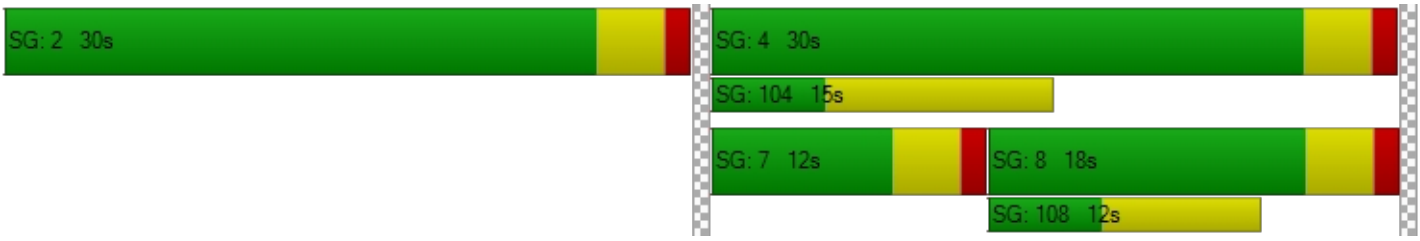
Vehicle Miles Traveled [mph]		26.54	26.55	14.35	140.20	140.20	49.46	72.91
Stops [stops/h]		291.07	291.08	130.28	352.36	371.32	437.32	189.53
Fuel consumption [US gal/h]		5.87	5.87	2.60	10.60	10.96	8.94	5.42
CO [g/h]		410.56	410.57	181.75	740.96	765.93	624.73	378.83
NOx [g/h]		79.88	79.88	35.36	144.16	149.02	121.55	73.71
VOC [g/h]		95.15	95.15	42.12	171.73	177.51	144.79	87.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.112	2.344	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	867	467	867
d_b, Bicycle Delay [s]	30.00	9.63	17.63	9.63
l_b,int, Bicycle LOS Score for Intersection	4.132	2.923	2.475	2.778
Bicycle LOS	D	C	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	32.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

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

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	485	12	35	722	54	76	28	74	16	67	45
Peak Hour Factor	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	142	4	10	211	16	22	8	22	5	20	13
Total Analysis Volume [veh/h]	99	566	14	41	843	63	89	33	86	19	78	53
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	442	472	474	460	492	499	442	434
Degree of Utilization, x	0.22	0.62	0.61	0.09	0.92	0.91	0.47	0.35

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.85	4.07	4.03	0.29	10.82	10.47	2.46	1.52
95th-Percentile Queue Length [ft]	21.26	101.67	100.78	7.30	270.43	261.86	61.57	37.99
Approach Delay [s/veh]	20.45			47.05			18.20	15.61
Approach LOS	C			E			C	C
Intersection Delay [s/veh]	32.54							
Intersection LOS	D							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1001	201	46	655	161	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	358	0	0	423	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	61	0	0	0	39
Total Hourly Volume [veh/h]	1569	182	56	1216	195	117
Peak Hour Factor	0.8199	0.8199	0.8199	0.8199	0.8199	0.8199
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	478	55	17	371	59	36
Total Analysis Volume [veh/h]	1914	222	68	1483	238	143
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	21	0	5	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	73	92	28	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	84	84	6	94	18	18
g / C, Green / Cycle	0.70	0.70	0.05	0.78	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.56	0.58	0.04	0.41	0.13	0.09
s, saturation flow rate [veh/h]	1900	1833	1810	3618	1810	1615
c, Capacity [veh/h]	1330	1283	91	2833	272	243
d1, Uniform Delay [s]	12.35	12.96	56.26	4.78	49.89	47.54
k, delay calibration	0.50	0.50	0.11	0.50	0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.22	6.44	11.73	0.70	14.28	2.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.83	0.75	0.52	0.88	0.59
d, Delay for Lane Group [s/veh]	17.57	19.40	67.99	5.48	64.18	49.82
Lane Group LOS	B	B	E	A	E	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	17.61	18.75	2.28	4.88	8.11	4.18
50th-Percentile Queue Length [ft/ln]	440.16	468.66	57.03	121.91	202.82	104.52
95th-Percentile Queue Length [veh/ln]	24.49	25.85	4.11	8.50	12.78	7.53
95th-Percentile Queue Length [ft/ln]	612.20	646.18	102.66	212.45	319.60	188.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.38	19.40	67.99	5.48	64.18	49.82
Movement LOS	B	B	E	A	E	D
d_A, Approach Delay [s/veh]	18.48		8.22		58.79	
Approach LOS	B		A		E	
d_I, Intersection Delay [s/veh]	18.34					
Intersection LOS	B					
Intersection V/C	0.752					

Emissions

Vehicle Miles Traveled [mph]	463.71	463.71	25.60	558.31	119.47	71.78
Stops [stops/h]	528.19	562.39	68.44	292.58	243.38	125.42
Fuel consumption [US gal/h]	26.28	27.10	2.67	24.43	9.41	5.16
CO [g/h]	1837.01	1894.48	186.58	1707.54	658.02	360.58
NOx [g/h]	357.42	368.60	36.30	332.23	128.03	70.16
VOC [g/h]	425.75	439.07	43.24	395.74	152.50	83.57

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.382	2.220
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	250	1467	400
d_b, Bicycle Delay [s]	45.94	4.27	38.40
l_b,int, Bicycle LOS Score for Intersection	3.372	2.839	1.560
Bicycle LOS	C	C	A

Sequence

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

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	62	727	8	59	577	233	172	65	55	1	93	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	337	0	11	411	0	0	0	0	0	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	71	0	0	17	0	0	35
Total Hourly Volume [veh/h]	75	1217	7	82	1109	211	208	79	50	1	113	106
Peak Hour Factor	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	384	2	26	350	67	66	25	16	0	36	33
Total Analysis Volume [veh/h]	95	1536	9	104	1400	266	263	100	63	1	143	134
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	25	0	14	26	0	31	32	0	29	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	49	49	7	50	50	17	27	27	0	11	11
g / C, Green / Cycle	0.07	0.49	0.49	0.07	0.50	0.50	0.17	0.27	0.27	0.00	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.42	0.01	0.06	0.39	0.16	0.15	0.05	0.04	0.00	0.08	0.08
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	121	1785	797	132	1806	806	301	514	437	6	204	174
d1, Uniform Delay [s]	45.94	22.31	12.91	45.61	20.46	15.02	40.66	28.08	27.68	49.70	43.06	43.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.53	5.71	0.03	10.03	3.33	1.10	7.92	0.18	0.15	12.57	4.29	7.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.86	0.01	0.79	0.78	0.33	0.87	0.19	0.14	0.17	0.70	0.77
d, Delay for Lane Group [s/veh]	56.47	28.02	12.94	55.64	23.79	16.11	48.58	28.26	27.83	62.27	47.35	50.48
Lane Group LOS	E	C	B	E	C	B	D	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.60	15.42	0.10	2.82	12.63	3.54	6.69	1.79	1.11	0.05	3.53	3.44
50th-Percentile Queue Length [ft/ln]	64.89	385.57	2.52	70.39	315.86	88.40	167.31	44.67	27.80	1.13	88.18	86.09
95th-Percentile Queue Length [veh/ln]	4.67	21.86	0.18	5.07	18.46	6.36	10.93	3.22	2.00	0.08	6.35	6.20
95th-Percentile Queue Length [ft/ln]	116.81	546.59	4.53	126.71	461.59	159.11	273.37	80.41	50.03	2.03	158.73	154.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.47	28.02	12.94	55.64	23.79	16.11	48.58	28.26	27.83	62.27	47.35	50.48
Movement LOS	E	C	B	E	C	B	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	29.59			24.51			40.74			48.91		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.86											
Intersection LOS	C											
Intersection V/C	0.710											

Emissions

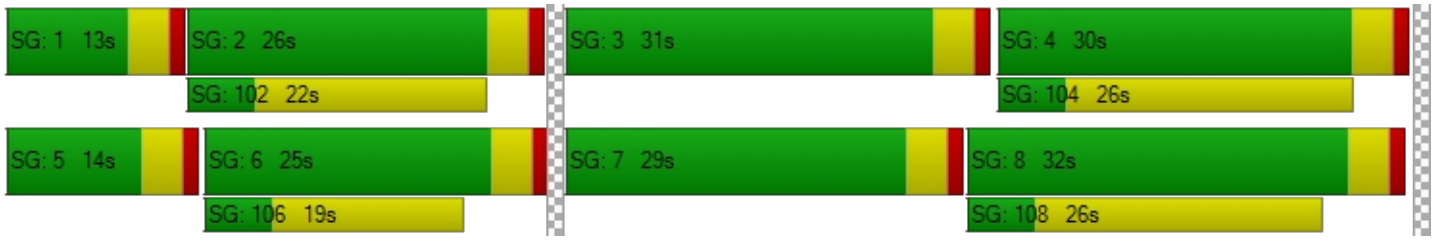
Vehicle Miles Traveled [mph]	27.47	444.20	2.60	19.97	268.83	51.08	29.64	11.27	7.10	0.13	18.05	16.92
Stops [stops/h]	93.45	1110.45	3.62	101.37	909.68	127.29	240.92	64.33	40.03	1.62	126.98	123.96
Fuel consumption [US gal/h]	3.20	37.79	0.16	3.12	27.30	4.21	6.61	1.76	1.10	0.04	3.58	3.50
CO [g/h]	223.35	2641.67	11.04	218.25	1908.56	293.98	462.13	123.11	76.74	2.60	249.93	244.48
NOx [g/h]	43.46	513.97	2.15	42.46	371.34	57.20	89.91	23.95	14.93	0.51	48.63	47.57
VOC [g/h]	51.76	612.23	2.56	50.58	442.33	68.13	107.10	28.53	17.78	0.60	57.92	56.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.225	3.489	2.628	2.381
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	440	560	520
d_b, Bicycle Delay [s]	31.21	30.42	25.92	27.38
l_b,int, Bicycle LOS Score for Intersection	2.915	3.078	2.291	1.818
Bicycle LOS	C	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	36.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	50	195	85	16	57	38	101	876	57	28	1438	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	0	0	5	1	276	0	28	383	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	30	0	0	13	0	0	17	0	0	33
Total Hourly Volume [veh/h]	61	236	88	19	69	38	123	1336	52	62	2123	100
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	64	24	5	19	10	33	363	14	17	578	27
Total Analysis Volume [veh/h]	66	257	96	21	75	41	134	1454	57	67	2310	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	39	0	9	36	0	15	60	0	12	57	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	3	34	34	11	58	58	6	53	53
g / C, Green / Cycle	0.05	0.31	0.31	0.02	0.29	0.29	0.09	0.48	0.48	0.05	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.01	0.02	0.03	0.07	0.28	0.04	0.04	0.45	0.07
s, saturation flow rate [veh/h]	1810	1900	1729	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	87	592	539	40	1035	462	161	2504	781	88	2297	717
d1, Uniform Delay [s]	56.43	31.43	31.53	58.03	31.23	31.38	53.81	22.23	16.57	56.39	33.37	19.90
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.25	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.61	1.34	1.54	10.04	0.14	0.38	22.01	0.21	0.04	12.54	10.08	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.31	0.32	0.52	0.07	0.09	0.83	0.58	0.07	0.76	1.01	0.15
d, Delay for Lane Group [s/veh]	69.04	32.78	33.07	68.07	31.37	31.76	75.82	22.44	16.61	68.93	43.45	20.00
Lane Group LOS	E	C	C	E	C	C	E	C	B	E	F	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.24	4.12	3.90	0.73	0.79	0.90	4.80	8.92	0.79	2.23	22.12	1.71
50th-Percentile Queue Length [ft/ln]	55.88	103.10	97.50	18.24	19.85	22.49	119.90	222.91	19.64	55.87	552.92	42.87
95th-Percentile Queue Length [veh/ln]	4.02	7.42	7.02	1.31	1.43	1.62	8.39	13.81	1.41	4.02	29.96	3.09
95th-Percentile Queue Length [ft/ln]	100.58	185.57	175.50	32.83	35.73	40.48	209.69	345.34	35.36	100.56	748.88	77.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.04	32.86	33.07	68.07	31.37	31.76	75.82	22.44	16.61	68.93	43.45	20.00
Movement LOS	E	C	C	E	C	C	E	C	B	E	F	B
d_A, Approach Delay [s/veh]	38.61			37.11			26.59			43.11		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	36.73											
Intersection LOS	D											
Intersection V/C	0.631											

Emissions

Vehicle Miles Traveled [mph]	38.33	105.82	99.17	3.68	13.13	7.18	15.20	164.90	6.46	16.74	577.31	27.24
Stops [stops/h]	67.05	123.72	117.00	21.88	47.64	26.99	143.88	802.49	23.57	67.04	1990.53	51.44
Fuel consumption [US gal/h]	3.07	6.38	6.00	0.69	1.52	0.85	5.25	27.06	0.85	2.75	76.71	2.31
CO [g/h]	214.92	446.02	419.64	48.16	106.34	59.18	366.84	1891.62	59.19	191.88	5361.97	161.49
NOx [g/h]	41.81	86.78	81.65	9.37	20.69	11.51	71.37	368.04	11.52	37.33	1043.24	31.42
VOC [g/h]	49.81	103.37	97.26	11.16	24.64	13.71	85.02	438.40	13.72	44.47	1242.69	37.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.552	2.653	3.701	3.708
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	933	883
d_b, Bicycle Delay [s]	30.10	32.27	17.07	18.70
l_b,int, Bicycle LOS Score for Intersection	1.930	1.683	2.474	2.945
Bicycle LOS	A	A	B	C

Sequence

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

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.257

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	55	354	10	9	104	21	15	115	50	12	154	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	28	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	6	0	0	15	0	0	1
Total Hourly Volume [veh/h]	67	443	9	11	154	19	18	139	46	15	186	3
Peak Hour Factor	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	153	3	4	53	7	6	48	16	5	64	1
Total Analysis Volume [veh/h]	93	612	12	15	213	26	25	192	64	21	257	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	29	0	13	26	0	9	29	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	50	50	1	46	46	2	10	10	2	10	10
g / C, Green / Cycle	0.07	0.63	0.63	0.02	0.58	0.58	0.03	0.13	0.13	0.02	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.16	0.01	0.06	0.06	0.01	0.07	0.07	0.01	0.07	0.07
s, saturation flow rate [veh/h]	1810	1900	1887	1810	1900	1829	1810	1900	1743	1810	1900	1890
c, Capacity [veh/h]	122	1194	1186	33	1102	1061	49	246	226	43	240	238
d1, Uniform Delay [s]	36.69	6.61	6.61	38.86	7.54	7.55	38.41	32.56	32.66	38.58	32.80	32.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.54	0.53	0.54	9.16	0.20	0.21	8.12	1.78	2.13	8.48	1.93	1.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.26	0.26	0.45	0.11	0.11	0.51	0.53	0.56	0.49	0.55	0.55
d, Delay for Lane Group [s/veh]	46.23	7.14	7.15	48.01	7.74	7.77	46.52	34.34	34.79	47.06	34.73	34.76
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	1.92	1.91	0.36	0.80	0.79	0.58	2.40	2.33	0.50	2.42	2.41
50th-Percentile Queue Length [ft/ln]	50.13	48.11	47.84	9.03	20.03	19.77	14.48	60.11	58.15	12.39	60.48	60.36
95th-Percentile Queue Length [veh/ln]	3.61	3.46	3.44	0.65	1.44	1.42	1.04	4.33	4.19	0.89	4.35	4.35
95th-Percentile Queue Length [ft/ln]	90.24	86.59	86.11	16.25	36.06	35.59	26.06	108.20	104.66	22.30	108.87	108.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.23	7.14	7.15	48.01	7.75	7.77	46.52	34.49	34.79	47.06	34.75	34.76
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	12.21			10.13			35.63			35.67		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	20.47											
Intersection LOS	C											
Intersection V/C	0.257											

Emissions

Vehicle Miles Traveled [mph]	46.22	155.55	154.57	8.71	70.00	68.79	1.10	5.76	5.52	10.53	65.54	65.36
Stops [stops/h]	90.24	86.59	86.11	16.25	36.06	35.59	26.06	108.20	104.66	22.30	108.87	108.65
Fuel consumption [US gal/h]	3.58	6.86	6.82	0.65	3.04	2.99	0.47	1.95	1.88	0.77	4.24	4.23
CO [g/h]	250.32	479.75	476.80	45.24	212.34	208.85	33.18	136.13	131.69	53.84	296.41	295.71
NOx [g/h]	48.70	93.34	92.77	8.80	41.31	40.63	6.46	26.49	25.62	10.48	57.67	57.53
VOC [g/h]	58.01	111.19	110.50	10.48	49.21	48.40	7.69	31.55	30.52	12.48	68.70	68.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.602	2.568	2.471	2.412
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	625	550	625	625
d_b, Bicycle Delay [s]	18.91	21.03	18.91	18.91
l_b,int, Bicycle LOS Score for Intersection	2.154	1.774	1.804	1.793
Bicycle LOS	B	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	22.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.263

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	17	328	49	21	55	14	6	61	18	104	109	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	28	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	4	0	0	6	0	0	16
Total Hourly Volume [veh/h]	21	412	44	25	95	13	7	74	16	173	132	49
Peak Hour Factor	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	107	11	7	25	3	2	19	4	45	34	13
Total Analysis Volume [veh/h]	22	429	46	26	99	14	7	77	17	180	138	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	11	26	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	43	43	2	44	44	1	9	9	10	18	18
g / C, Green / Cycle	0.02	0.54	0.54	0.03	0.54	0.54	0.01	0.11	0.11	0.12	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.13	0.01	0.03	0.01	0.00	0.02	0.01	0.10	0.04	0.03
s, saturation flow rate [veh/h]	1810	1900	1836	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	1028	993	50	1969	879	17	401	179	218	802	358
d1, Uniform Delay [s]	38.54	9.65	9.66	38.37	8.55	8.38	39.39	32.31	31.96	34.35	25.19	25.02
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.37	0.53	0.56	8.06	0.05	0.03	14.28	0.23	0.23	13.08	0.10	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.23	0.24	0.52	0.05	0.02	0.40	0.19	0.09	0.83	0.17	0.14
d, Delay for Lane Group [s/veh]	46.90	10.19	10.22	46.43	8.59	8.42	53.67	32.54	32.19	47.44	25.29	25.20
Lane Group LOS	D	B	B	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.52	2.16	2.12	0.59	0.35	0.10	0.20	0.65	0.29	3.99	1.00	0.74
50th-Percentile Queue Length [ft/ln]	13.04	54.08	52.89	14.71	8.66	2.51	4.97	16.26	7.25	99.67	24.92	18.53
95th-Percentile Queue Length [veh/ln]	0.94	3.89	3.81	1.06	0.62	0.18	0.36	1.17	0.52	7.18	1.79	1.33
95th-Percentile Queue Length [ft/ln]	23.47	97.35	95.20	26.47	15.59	4.52	8.94	29.27	13.04	179.40	44.85	33.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.90	10.20	10.22	46.43	8.59	8.42	53.67	32.54	32.19	47.44	25.29	25.20
Movement LOS	D	B	B	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.83			15.65			33.95			36.08		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	22.42											
Intersection LOS	C											
Intersection V/C	0.263											

Emissions

Vehicle Miles Traveled [mph]	11.05	120.82	117.72	12.92	49.20	6.96	1.17	12.85	2.84	77.48	59.40	21.95
Stops [stops/h]	23.47	97.35	95.20	26.47	31.17	4.52	8.94	58.54	13.04	179.40	89.70	33.36
Fuel consumption [US gal/h]	0.79	6.01	5.86	1.02	2.25	0.32	0.23	1.68	0.37	6.62	3.86	1.43
CO [g/h]	55.53	420.11	409.59	71.13	157.08	22.28	15.91	117.31	25.92	463.03	269.93	99.88
NOx [g/h]	10.80	81.74	79.69	13.84	30.56	4.33	3.10	22.83	5.04	90.09	52.52	19.43
VOC [g/h]	12.87	97.37	94.93	16.49	36.41	5.16	3.69	27.19	6.01	107.31	62.56	23.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.476	2.612	2.527	2.605
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	1.982	1.678	1.648	1.877
Bicycle LOS	A	A	A	A

Sequence

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

Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	72.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.944

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	334	0	1	409	1	2	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	64	0	0	13	0	0	14
Total Hourly Volume [veh/h]	63	909	40	76	767	190	372	780	38	54	668	40
Peak Hour Factor	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	258	11	22	217	54	105	221	11	15	189	11
Total Analysis Volume [veh/h]	71	1031	45	86	870	215	422	884	43	61	757	45
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	47	0	15	53	0	30	47	0	11	28	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	47	47	7	49	49	26	45	45	5	24	24
g / C, Green / Cycle	0.04	0.39	0.39	0.06	0.41	0.41	0.22	0.37	0.37	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.29	0.29	0.05	0.46	0.13	0.23	0.25	0.25	0.03	0.21	0.21
s, saturation flow rate [veh/h]	1810	1900	1872	1810	1900	1615	1810	1900	1869	1810	1900	1863
c, Capacity [veh/h]	75	739	728	110	776	659	392	708	697	79	380	373
d1, Uniform Delay [s]	57.35	31.34	31.34	55.54	35.50	24.23	47.00	31.30	31.32	56.76	48.00	48.00
k, delay calibration	0.24	0.50	0.50	0.11	0.50	0.50	0.50	0.21	0.21	0.11	0.49	0.49
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	58.27	6.35	6.45	11.17	71.09	1.31	67.35	2.05	2.11	14.21	64.06	64.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.73	0.73	0.78	1.12	0.33	1.08	0.66	0.66	0.77	1.07	1.07
d, Delay for Lane Group [s/veh]	115.62	37.69	37.80	66.71	106.59	25.54	114.35	33.34	33.43	70.97	112.06	112.60
Lane Group LOS	F	D	D	E	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.32	14.03	13.85	2.85	36.51	4.25	18.85	11.41	11.27	2.13	17.95	17.65
50th-Percentile Queue Length [ft/ln]	82.94	350.76	346.33	71.20	912.66	106.20	471.17	285.26	281.79	53.24	448.77	441.36
95th-Percentile Queue Length [veh/ln]	5.97	20.17	19.96	5.13	50.37	7.63	27.06	16.95	16.78	3.83	25.78	25.41
95th-Percentile Queue Length [ft/ln]	149.29	504.33	498.94	128.15	1259.28	190.71	676.38	423.75	419.44	95.83	644.39	635.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	115.62	37.74	37.80	66.71	106.59	25.54	114.35	33.38	33.43	70.97	112.31	112.60
Movement LOS	F	D	D	E	F	C	F	C	C	E	F	F
d_A, Approach Delay [s/veh]	42.56			88.78			58.71			109.40		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	72.05											
Intersection LOS	E											
Intersection V/C	0.944											

Emissions

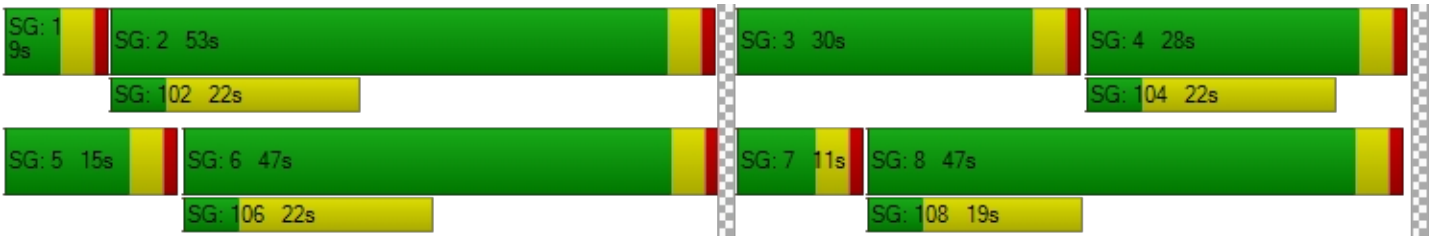
Vehicle Miles Traveled [mph]	5.09	38.82	38.27	24.87	251.60	62.18	39.12	43.26	42.67	7.23	48.02	47.09
Stops [stops/h]	99.53	420.91	415.60	85.43	1095.19	127.44	565.40	342.31	338.15	63.89	538.52	529.64
Fuel consumption [US gal/h]	3.08	10.72	10.59	3.08	41.11	4.83	15.56	7.39	7.30	1.64	15.11	14.88
CO [g/h]	215.44	749.31	740.06	215.44	2873.53	337.86	1087.77	516.57	510.28	114.43	1056.38	1039.79
NOx [g/h]	41.92	145.79	143.99	41.92	559.08	65.73	211.64	100.51	99.28	22.26	205.53	202.30
VOC [g/h]	49.93	173.66	171.52	49.93	665.97	78.30	252.10	119.72	118.26	26.52	244.83	240.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.952	3.210	2.895	2.769
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	817	717	400
d_b, Bicycle Delay [s]	24.70	21.00	24.70	38.40
l_b,int, Bicycle LOS Score for Intersection	2.517	3.597	2.683	2.283
Bicycle LOS	B	D	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	0.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	90	81	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	112	108	108	0	0	0
g / C, Green / Cycle	0.00	0.93	0.90	0.90	0.00	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.09	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1900	1615
c, Capacity [veh/h]	0	3373	4653	1452	2	2	1
d1, Uniform Delay [s]	0.00	0.31	0.68	0.00	0.00	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.07	0.05	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.12	0.10	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.38	0.72	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.03	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.85	0.49	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.53	0.88	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.38	0.72	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	0.38		0.72		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	A					
Intersection V/C	0.111					

Emissions

Vehicle Miles Traveled [mph]	0.00	62.06	31.31	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	2.03	1.75	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	2.18	1.17	0.00	0.00	0.00	0.00
CO [g/h]	0.00	152.65	81.54	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	29.70	15.86	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	35.38	18.90	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.685	2.685	2.315
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	1283	433
d_b, Bicycle Delay [s]	4.82	7.70	36.82
l_b,int, Bicycle LOS Score for Intersection	1.892	1.827	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

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

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	838	800	800	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	101	6	64	123	60	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	7	76	145	71	44
Peak Hour Factor	0.7230	0.7230	0.8330	0.8330	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	2	23	44	23	14
Total Analysis Volume [veh/h]	165	10	91	174	91	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.18	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.72	0.00	13.39	8.96
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.21	0.00	0.63	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.15	0.00	15.74	4.69
d_A, Approach Delay [s/veh]	0.00		2.65		11.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

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

Intersection Setup

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

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

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

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.54
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

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

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.54
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	403	487	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.19	0.00	0.00	0.00	0.00	10.54
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	14	6	8	323	443	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	21	7	0	21
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	7	30	388	523	43
Peak Hour Factor	1.0000	1.0000	0.7802	0.7802	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	2	10	124	167	14
Total Analysis Volume [veh/h]	37	7	38	497	668	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.04	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	23.92	13.61	9.23	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.62	0.62	0.13	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.50	15.50	3.35	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.28		0.66		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	22.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.112

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	16	10	21	296	449	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	9	0	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	21	25	370	530	46
Peak Hour Factor	1.0000	1.0000	0.7802	0.7802	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	8	119	169	15
Total Analysis Volume [veh/h]	26	21	32	474	677	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.03	0.04	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	22.41	12.55	9.25	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.50	0.11	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.56	12.56	2.83	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.01		0.59		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

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

Intersection Setup

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

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	21	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	21	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.60	8.35	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	21	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	21	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.35	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.35		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	52	52	0
g / C, Green / Cycle	0.87	0.87	0.87	0.87	0.87	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1440	1900	1900	1440	3618	1615
c, Capacity [veh/h]	1299	1640	1640	1299	3123	5
d1, Uniform Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A		A
d_A, Approach Delay [s/veh]	0.00			0.00		0.00	
Approach LOS	A			A		A	
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						
Intersection V/C	0.000						

Emissions

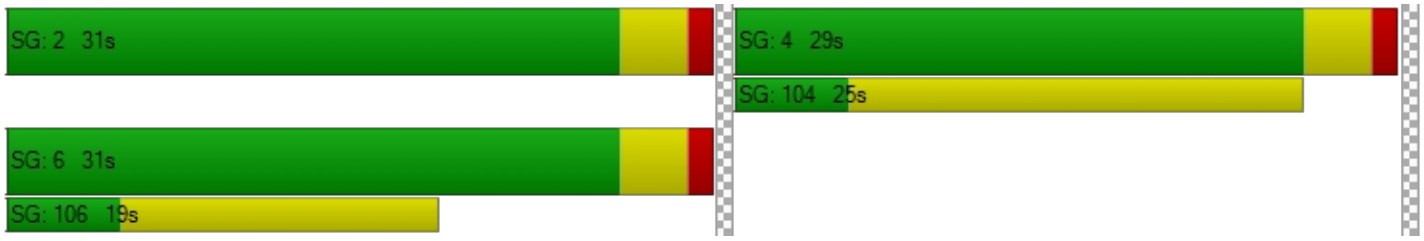
Vehicle Miles Traveled [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	0.00	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00	0.00	0.00	0.00	0.00
CO [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	0.00	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.281	2.281	1.921
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

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

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	0.00	0.00	7.20	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		0.00		3.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

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

Volumes

Name	Barrett Ave		Barrett Ave			
Base Volume Input [veh/h]	0	40	0	0	50	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.1800	1.0000	1.0000	1.1800	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	47	0	0	59	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	0	0	15	0
Total Analysis Volume [veh/h]	0	47	0	0	59	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	8.83	8.63
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.71	4.71
d_A, Approach Delay [s/veh]	0.00		3.64		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.92					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

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

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.20	0.00	0.00	8.50	0.00	8.30	8.50	0.00	8.30
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.40			2.40			8.40			8.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.40											
Intersection LOS												

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

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

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

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Harvest Landing

Vistro File: C:\...\Harvest Landing_OY.vistro
Report File: C:\...\OY II PM.pdf

Scenario 6 Opening Year II PM
2/20/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.911	61.5	E
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	SB Left	0.864	57.7	E
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.761	38.6	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.640	16.8	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.882	59.3	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	WB Left	0.524	11.5	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	NB Left	0.587	29.8	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.662	38.7	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.589	29.7	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.833	22.8	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	WB Left	0.740	34.2	C
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	WB Thru	0.649	19.6	C
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	SB Left	0.746	39.6	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.579	21.1	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.483	28.2	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	EB Thru	0.587	22.8	C
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.398	29.1	C
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.768	39.2	D
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	NB Left	0.164	19.4	C
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.454	11.7	B
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.852	54.9	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Thru	0.565	14.9	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.611	20.7	C
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	EB Left	0.597	32.1	C
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.602	23.3	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.752	44.9	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	1.194	39.3	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.658	23.0	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.730	30.1	C
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.575	15.9	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.511	8.4	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.557	22.1	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	SB Left	0.662	42.9	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.236	16.8	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	NB Left	0.348	29.2	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Thru	0.894	63.8	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	SB Thru	0.123	0.6	A
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	NB Thru	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.176	15.5	C
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.587	43.6	E
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.429	34.3	D
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.112	9.2	A
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

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

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	61.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	110	0	0	5	0	0	35	0	0	32
Total Hourly Volume [veh/h]	201	1842	330	225	1616	13	35	433	105	322	375	95
Peak Hour Factor	0.8396	0.8396	0.8396	0.9214	0.9214	0.9214	0.9410	0.9410	0.9410	0.9098	0.9098	0.9098
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	548	98	61	438	4	9	115	28	88	103	26
Total Analysis Volume [veh/h]	239	2194	393	244	1754	14	37	460	112	354	412	104
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	32	0	11	30	0	7	35	0	16	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	36	0	16	29	0	18	39	0	19	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	47	47	12	43	43	3	20	20	15	31	31
g / C, Green / Cycle	0.15	0.43	0.43	0.11	0.39	0.39	0.03	0.18	0.18	0.14	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.13	0.42	0.24	0.13	0.32	0.32	0.02	0.15	0.16	0.20	0.14	0.14
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1774	1810	1900	1770
c, Capacity [veh/h]	270	2212	690	197	1401	733	58	345	322	247	543	506
d1, Uniform Delay [s]	45.88	31.31	23.84	49.00	30.39	30.40	52.58	43.58	43.66	47.50	32.64	32.65
k, delay calibration	0.26	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.42	17.33	3.39	141.95	5.76	10.46	10.79	5.99	6.74	217.26	0.69	0.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.99	0.57	1.24	0.83	0.83	0.63	0.85	0.86	1.43	0.49	0.49
d, Delay for Lane Group [s/veh]	65.30	48.64	27.23	190.95	36.16	40.86	63.37	49.57	50.40	264.76	33.33	33.39
Lane Group LOS	E	D	C	F	D	D	E	D	D	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.63	21.22	7.88	13.03	14.06	15.67	1.16	8.05	7.66	21.41	5.77	5.39
50th-Percentile Queue Length [ft/ln]	190.85	530.56	197.01	325.64	351.44	391.87	28.96	201.24	191.49	535.32	144.35	134.74
95th-Percentile Queue Length [veh/ln]	12.17	28.78	12.48	20.54	20.21	22.17	2.08	12.70	12.20	33.35	9.72	9.20
95th-Percentile Queue Length [ft/ln]	304.14	719.44	312.10	513.47	505.17	554.19	52.12	317.57	304.96	833.87	242.88	229.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.30	48.64	27.23	190.95	37.75	40.86	63.37	49.87	50.40	264.76	33.35	33.39
Movement LOS	E	D	C	F	D	D	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	47.07			56.35			50.78			127.52		
Approach LOS	D			E			D			F		
d_I, Intersection Delay [s/veh]	61.47											
Intersection LOS	E											
Intersection V/C	0.911											

Emissions

Vehicle Miles Traveled [mph]	119.75	1099.30	196.91	15.20	72.30	37.84	2.58	20.56	19.38	23.28	17.56	16.37
Stops [stops/h]	249.84	2083.67	257.90	426.29	920.15	512.99	37.91	263.44	250.68	700.78	188.97	176.39
Fuel consumption [US gal/h]	10.39	85.30	12.13	15.30	22.46	12.73	1.04	6.95	6.63	28.58	4.76	4.45
CO [g/h]	726.05	5962.81	848.14	1069.55	1569.84	889.58	72.48	485.85	463.20	1997.76	332.95	310.74
NOx [g/h]	141.26	1160.15	165.02	208.10	305.43	173.08	14.10	94.53	90.12	388.69	64.78	60.46
VOC [g/h]	168.27	1381.94	196.56	247.88	363.83	206.17	16.80	112.60	107.35	463.00	77.16	72.02

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.842	3.528	2.745	2.973
Crosswalk LOS	D	D	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	582	455	636	655
d_b, Bicycle Delay [s]	27.65	32.84	25.57	24.89
l_b,int, Bicycle LOS Score for Intersection	3.174	2.669	2.091	2.304
Bicycle LOS	C	B	B	B

Sequence

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

Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	57.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	51	0	0	6	0	0	28	0	0	35
Total Hourly Volume [veh/h]	83	2282	153	138	1823	18	31	155	83	236	117	104
Peak Hour Factor	0.8779	0.8779	0.8779	0.8866	0.8866	0.8866	0.8183	0.8183	0.8183	0.8130	0.8130	0.8130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	650	44	39	514	5	9	47	25	73	36	32
Total Analysis Volume [veh/h]	95	2599	174	156	2056	20	38	189	101	290	144	128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	36	0	10	35	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	15	39	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	57	57	11	60	60	14	14	14	22	22	22
g / C, Green / Cycle	0.07	0.47	0.47	0.09	0.50	0.50	0.12	0.12	0.12	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.05	0.50	0.52	0.09	0.38	0.38	0.02	0.10	0.06	0.16	0.08	0.08
s, saturation flow rate [veh/h]	1810	3618	1841	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	119	1713	872	166	1806	944	218	228	194	328	344	293
d1, Uniform Delay [s]	55.24	31.58	31.58	54.17	24.13	24.15	47.44	51.57	49.54	47.91	43.53	43.69
k, delay calibration	0.11	0.50	0.50	0.34	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.30	40.33	59.32	44.07	2.98	5.61	0.38	7.45	2.15	13.52	0.81	1.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	1.06	1.09	0.94	0.75	0.76	0.17	0.83	0.52	0.88	0.42	0.44
d, Delay for Lane Group [s/veh]	66.55	71.91	90.90	98.24	27.11	29.76	47.81	59.01	51.69	61.43	44.34	44.72
Lane Group LOS	E	F	F	F	C	C	D	E	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.14	32.33	37.50	6.59	15.08	16.49	1.03	5.93	2.92	9.51	3.81	3.41
50th-Percentile Queue Length [ft/ln]	78.48	808.36	937.57	164.77	377.07	412.17	25.80	148.21	72.92	237.64	95.26	85.36
95th-Percentile Queue Length [veh/ln]	5.65	43.65	50.93	10.80	21.45	23.15	1.86	9.92	5.25	14.56	6.86	6.15
95th-Percentile Queue Length [ft/ln]	141.27	1091.25	1273.29	270.02	536.30	578.65	46.43	248.04	131.25	364.05	171.47	153.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.55	77.61	90.90	98.24	28.01	29.76	47.81	59.01	51.69	61.43	44.34	44.72
Movement LOS	E	F	F	F	C	C	D	E	D	E	D	D
d_A, Approach Delay [s/veh]	78.05			32.93			55.46			53.25		
Approach LOS	E			C			E			D		
d_I, Intersection Delay [s/veh]	57.67											
Intersection LOS	E											
Intersection V/C	0.864											

Emissions

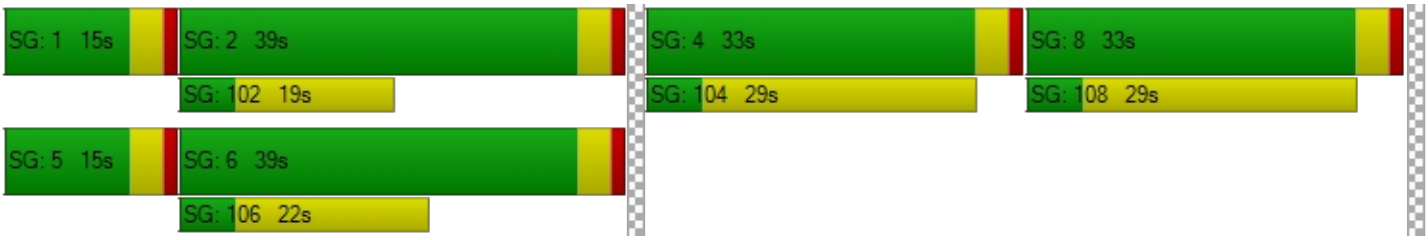
Vehicle Miles Traveled [mph]	156.29	2993.33	1568.66	78.16	682.82	357.35	3.17	15.79	8.44	34.48	17.12	15.22
Stops [stops/h]	94.18	1940.06	1125.08	197.72	904.97	494.60	30.96	177.85	87.50	285.17	114.32	102.43
Fuel consumption [US gal/h]	7.81	153.35	85.39	8.26	42.18	22.72	0.79	4.58	2.22	7.66	3.04	2.72
CO [g/h]	546.24	10719.1	5969.06	577.09	2948.17	1587.99	55.05	320.30	155.46	535.55	212.18	189.87
NOx [g/h]	106.28	2085.56	1161.36	112.28	573.61	308.96	10.71	62.32	30.25	104.20	41.28	36.94
VOC [g/h]	126.60	2484.27	1383.39	133.75	683.27	368.03	12.76	74.23	36.03	124.12	49.18	44.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.809	3.670	2.388	2.668
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	583	483	483
d_b, Bicycle Delay [s]	30.10	30.10	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.165	2.791	2.147	2.545
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	38.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	36	806	5	154	1048	280	250	155	62	9	133	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	85	0	0	19	0	0	41
Total Hourly Volume [veh/h]	44	1887	4	186	2027	254	303	188	56	11	161	122
Peak Hour Factor	0.8615	0.8615	0.8615	0.8521	0.8521	0.8521	0.8694	0.8694	0.8694	0.9095	0.9095	0.9095
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	548	1	55	595	75	87	54	16	3	44	34
Total Analysis Volume [veh/h]	51	2190	5	218	2379	298	349	216	64	12	177	134
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	6	37	0	16	47	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	40	0	10	41	0	20	51	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	60	60	6	62	62	16	26	26	2	12	12
g / C, Green / Cycle	0.04	0.55	0.55	0.05	0.57	0.57	0.15	0.24	0.24	0.01	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.01	0.42	0.00	0.06	0.46	0.18	0.19	0.06	0.04	0.00	0.03	0.08
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	126	2834	884	192	2930	914	263	862	385	50	553	173
d1, Uniform Delay [s]	51.87	19.51	11.29	52.00	19.16	12.69	47.00	33.95	33.24	53.63	45.42	47.83
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.07	2.12	0.01	75.54	2.57	0.95	170.61	0.15	0.20	2.45	0.33	7.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.77	0.01	1.14	0.81	0.33	1.33	0.25	0.17	0.24	0.32	0.78
d, Delay for Lane Group [s/veh]	53.93	21.63	11.30	127.54	21.73	13.64	217.61	34.10	33.44	56.08	45.75	55.11
Lane Group LOS	D	C	B	F	C	B	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.71	13.52	0.05	4.58	14.90	3.78	19.42	2.28	1.34	0.18	1.47	3.82
50th-Percentile Queue Length [ft/ln]	17.66	337.93	1.36	114.45	372.38	94.40	485.44	57.09	33.40	4.42	36.68	95.44
95th-Percentile Queue Length [veh/ln]	1.27	19.55	0.10	8.24	21.22	6.80	29.97	4.11	2.40	0.32	2.64	6.87
95th-Percentile Queue Length [ft/ln]	31.78	488.66	2.44	206.01	530.61	169.92	749.26	102.76	60.12	7.96	66.02	171.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.93	21.63	11.30	127.54	21.73	13.64	217.61	34.10	33.44	56.08	45.75	55.11
Movement LOS	D	C	B	F	C	B	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	22.34			28.86			135.85			50.02		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	38.62											
Intersection LOS	D											
Intersection V/C	0.761											

Emissions

Vehicle Miles Traveled [mph]	19.03	816.96	1.87	358.64	3913.81	490.25	52.21	32.31	9.57	1.46	21.50	16.28
Stops [stops/h]	46.23	1327.13	1.77	299.66	1462.42	123.58	635.48	149.47	43.72	11.58	144.04	124.94
Fuel consumption [US gal/h]	1.79	54.14	0.10	21.68	162.86	19.17	25.14	4.46	1.31	0.33	4.18	3.61
CO [g/h]	124.88	3784.63	6.82	1515.18	11383.7	1339.88	1757.47	312.08	91.38	23.13	291.87	252.61
NOx [g/h]	24.30	736.35	1.33	294.80	2214.87	260.69	341.94	60.72	17.78	4.50	56.79	49.15
VOC [g/h]	28.94	877.13	1.58	351.16	2638.30	310.53	407.31	72.33	21.18	5.36	67.64	58.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.631	3.907	2.895	3.050
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	673	855	655
d_b, Bicycle Delay [s]	24.89	24.22	18.04	24.89
l_b,int, Bicycle LOS Score for Intersection	2.796	3.199	2.094	1.760
Bicycle LOS	C	C	B	A

Sequence

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

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	16	766	15	8	1075	32	43	42	67	13	44	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	912	0	0	759	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	10	0	0	20	0	0	8
Total Hourly Volume [veh/h]	19	1839	13	10	2060	29	52	51	61	16	53	23
Peak Hour Factor	0.9246	0.9246	0.9246	0.8460	0.8460	0.8460	0.5611	0.5611	0.5611	0.6762	0.6762	0.6762
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	497	4	3	609	9	23	23	27	6	20	9
Total Analysis Volume [veh/h]	21	1989	14	12	2435	34	93	91	109	24	78	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	15	62	0	5	52	0	8	31	0	6	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	40	0	31	62	0	16	35	0	14	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	85	85	2	84	84	8	15	15	3	10	10
g / C, Green / Cycle	0.02	0.71	0.71	0.01	0.70	0.70	0.06	0.12	0.12	0.02	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.01	0.55	0.01	0.01	0.45	0.45	0.05	0.05	0.07	0.01	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1887	1810	1900	1615	1810	1900	1714
c, Capacity [veh/h]	38	2552	1139	26	2528	1319	117	235	200	42	156	140
d1, Uniform Delay [s]	58.17	11.57	5.25	58.65	9.86	9.89	55.32	48.41	49.42	58.02	52.12	52.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.84	2.43	0.02	11.78	1.26	2.43	11.35	1.04	2.32	11.69	1.43	1.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.78	0.01	0.46	0.64	0.64	0.79	0.39	0.55	0.57	0.36	0.39
d, Delay for Lane Group [s/veh]	70.01	14.00	5.27	70.43	11.12	12.31	66.67	49.45	51.74	69.71	53.55	54.03
Lane Group LOS	E	B	A	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.74	14.63	0.09	0.44	9.93	10.84	3.12	2.56	3.18	0.85	1.67	1.64
50th-Percentile Queue Length [ft/ln]	18.57	365.67	2.36	11.00	248.18	271.07	78.02	64.09	79.52	21.31	41.78	40.97
95th-Percentile Queue Length [veh/ln]	1.34	20.90	0.17	0.79	15.09	16.24	5.62	4.61	5.73	1.53	3.01	2.95
95th-Percentile Queue Length [ft/ln]	33.43	522.47	4.24	19.80	377.36	406.07	140.44	115.37	143.13	38.37	75.21	73.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.01	14.00	5.27	70.43	11.52	12.31	66.67	49.45	51.74	69.71	53.68	54.03
Movement LOS	E	B	A	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	14.53			11.81			55.77			56.60		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	16.77											
Intersection LOS	B											
Intersection V/C	0.640											

Emissions

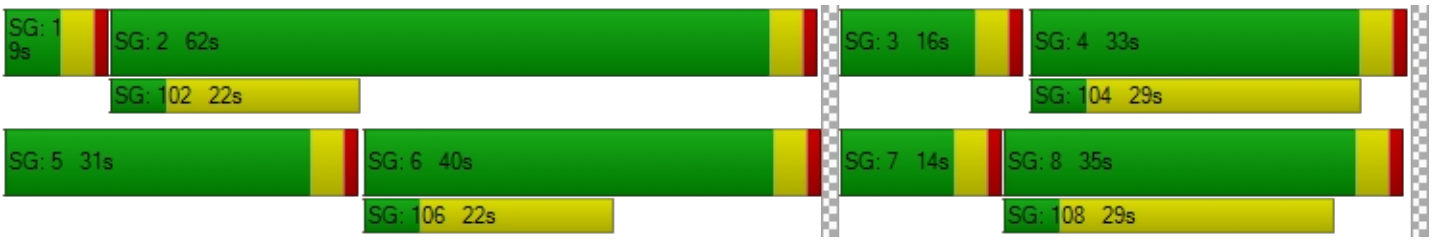
Vehicle Miles Traveled [mph]	10.57	1001.32	7.05	4.48	604.63	316.41	5.12	5.01	6.00	1.60	3.77	3.67
Stops [stops/h]	22.29	877.60	2.83	13.20	595.63	325.28	93.63	76.91	95.42	25.58	50.14	49.16
Fuel consumption [US gal/h]	0.94	50.90	0.29	0.49	31.80	17.02	2.16	1.69	2.09	0.59	1.14	1.12
CO [g/h]	65.61	3558.16	20.39	34.22	2222.74	1189.38	151.05	117.79	146.37	41.49	79.66	78.06
NOx [g/h]	12.77	692.29	3.97	6.66	432.46	231.41	29.39	22.92	28.48	8.07	15.50	15.19
VOC [g/h]	15.21	824.64	4.73	7.93	515.14	275.65	35.01	27.30	33.92	9.62	18.46	18.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.581	3.588	2.447	2.387
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	967	517	483
d_b, Bicycle Delay [s]	29.40	16.02	33.00	34.50
l_b,int, Bicycle LOS Score for Intersection	3.234	2.930	1.818	1.678
Bicycle LOS	C	C	A	A

Sequence

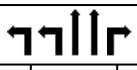
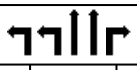
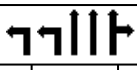
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	59.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.882

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	586	0	0	494	265	326	3	2	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	142	0	0	41	0	0	30
Total Hourly Volume [veh/h]	150	1086	99	344	1259	427	685	1249	124	174	887	90
Peak Hour Factor	0.8200	0.8200	0.8200	0.9321	0.9321	0.9321	0.8971	0.8971	0.8971	0.9286	0.9286	0.9286
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	331	30	92	338	115	191	348	35	47	239	24
Total Analysis Volume [veh/h]	183	1324	121	369	1351	458	764	1392	138	187	955	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	38	0	11	43	0	23	47	0	8	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	16	46	0	28	52	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	42	42	12	48	48	24	42	42	8	26	26
g / C, Green / Cycle	0.05	0.35	0.35	0.10	0.40	0.40	0.20	0.35	0.35	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.37	0.07	0.11	0.37	0.28	0.22	0.27	0.09	0.05	0.19	0.19
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1812
c, Capacity [veh/h]	176	1252	559	351	1432	639	703	1832	572	234	798	400
d1, Uniform Delay [s]	57.00	39.24	27.75	54.00	34.94	30.56	48.00	34.25	27.37	55.20	45.19	45.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.88	42.27	0.89	36.75	13.61	6.75	45.23	0.67	0.22	6.15	3.29	13.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	1.06	0.22	1.05	0.94	0.72	1.09	0.76	0.24	0.80	0.88	0.88
d, Delay for Lane Group [s/veh]	99.88	81.51	28.63	90.75	48.55	37.31	93.23	34.91	27.59	61.35	48.48	58.44
Lane Group LOS	F	F	C	F	D	D	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.65	24.77	2.52	6.95	20.55	11.78	14.36	11.24	2.68	2.88	9.92	11.05
50th-Percentile Queue Length [ft/ln]	91.13	619.31	63.01	173.87	513.70	294.43	359.07	281.05	67.00	71.89	247.88	276.20
95th-Percentile Queue Length [veh/ln]	6.56	34.23	4.54	11.49	27.98	17.41	21.49	16.74	4.82	5.18	15.08	16.50
95th-Percentile Queue Length [ft/ln]	164.03	855.64	113.41	287.23	699.55	435.13	537.24	418.52	120.60	129.39	376.98	412.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.88	81.51	28.63	90.75	48.55	37.31	93.23	34.91	27.59	61.35	51.13	58.44
Movement LOS	F	F	C	F	D	D	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	79.64			53.34			53.89			53.25		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	59.33											
Intersection LOS	E											
Intersection V/C	0.882											

Emissions

Vehicle Miles Traveled [mph]	90.92	657.78	60.11	185.77	680.13	230.57	190.94	347.89	34.49	20.31	76.10	38.15
Stops [stops/h]	218.71	1486.35	75.61	417.28	1232.88	353.32	861.76	1011.77	80.40	172.53	594.91	331.44
Fuel consumption [US gal/h]	9.55	62.99	3.71	18.37	51.99	15.77	36.89	40.32	3.42	6.22	20.51	11.61
CO [g/h]	667.87	4402.72	259.03	1284.04	3634.12	1102.55	2578.40	2818.35	239.19	434.67	1433.56	811.52
NOx [g/h]	129.94	856.61	50.40	249.83	707.07	214.52	501.66	548.35	46.54	84.57	278.92	157.89
VOC [g/h]	154.78	1020.37	60.03	297.59	842.24	255.53	597.57	653.18	55.44	100.74	332.24	188.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.405	3.772	3.732	3.495
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	700	800	533
d_b, Bicycle Delay [s]	29.40	25.35	21.60	32.27
l_b,int, Bicycle LOS Score for Intersection	2.930	3.474	2.844	2.258
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	29	602	15	18	857	15	19	15	12	24	17	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	587	0	0	496	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	5	0	0	4	0	0	5
Total Hourly Volume [veh/h]	35	1315	13	22	1533	13	23	18	11	29	21	13
Peak Hour Factor	0.8770	0.8770	0.8770	0.9127	0.9127	0.9127	0.6389	0.6389	0.6389	0.6453	0.6453	0.6453
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	375	4	6	420	4	9	7	4	11	8	5
Total Analysis Volume [veh/h]	40	1499	15	24	1680	14	36	28	17	45	33	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	29	0	5	29	0	28	32	0	28	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	34	36	0	34	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	80	80	3	79	79	3	8	8	4	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.02	0.72	0.72	0.03	0.07	0.07	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.27	0.27	0.01	0.46	0.01	0.02	0.01	0.01	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1890	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	58	2629	1374	43	2599	1160	56	252	113	62	139	118
d1, Uniform Delay [s]	52.69	5.66	5.66	53.13	8.15	4.40	52.71	47.97	48.11	52.59	48.06	47.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.49	0.42	0.79	10.95	1.26	0.02	11.85	0.19	0.61	14.55	0.86	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.38	0.38	0.56	0.65	0.01	0.65	0.11	0.15	0.72	0.24	0.17
d, Delay for Lane Group [s/veh]	66.18	6.08	6.46	64.08	9.41	4.42	64.57	48.16	48.72	67.13	48.93	48.49
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.28	3.42	3.72	0.79	9.41	0.09	1.16	0.36	0.45	1.47	0.88	0.53
50th-Percentile Queue Length [ft/ln]	32.04	85.56	93.04	19.64	235.17	2.17	28.93	9.10	11.36	36.75	22.00	13.31
95th-Percentile Queue Length [veh/ln]	2.31	6.16	6.70	1.41	14.44	0.16	2.08	0.66	0.82	2.65	1.58	0.96
95th-Percentile Queue Length [ft/ln]	57.68	154.01	167.47	35.36	360.92	3.90	52.08	16.38	20.44	66.15	39.60	23.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.18	6.21	6.46	64.08	9.41	4.42	64.57	48.16	48.72	67.13	48.93	48.49
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	7.75			10.13			55.57			57.20		
Approach LOS	A			B			E			E		
d_I, Intersection Delay [s/veh]	11.46											
Intersection LOS	B											
Intersection V/C	0.524											

Emissions

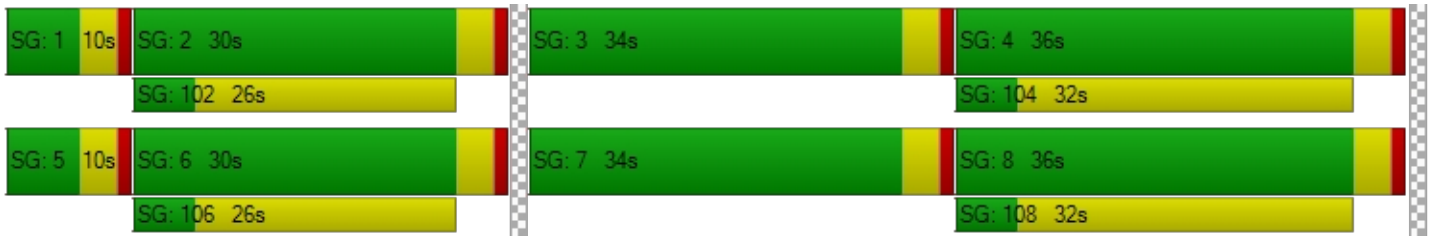
Vehicle Miles Traveled [mph]	7.85	195.25	102.03	11.92	834.64	6.96	18.05	14.04	8.53	12.07	8.85	5.36
Stops [stops/h]	41.95	224.02	121.80	25.72	615.72	2.84	37.87	23.83	14.87	48.11	28.80	17.43
Fuel consumption [US gal/h]	1.33	10.71	5.69	0.95	40.98	0.31	1.45	0.99	0.61	1.44	0.88	0.53
CO [g/h]	92.93	748.52	398.06	66.11	2864.28	21.99	101.07	69.12	42.31	100.41	61.69	37.24
NOx [g/h]	18.08	145.63	77.45	12.86	557.29	4.28	19.67	13.45	8.23	19.54	12.00	7.25
VOC [g/h]	21.54	173.48	92.25	15.32	663.82	5.10	23.42	16.02	9.81	23.27	14.30	8.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.303	3.069	2.503	2.504
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	582	582
d_b, Bicycle Delay [s]	32.07	32.07	27.65	27.65
l_b,int, Bicycle LOS Score for Intersection	2.417	2.981	1.630	1.730
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	29.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	72	372	14	65	454	156	172	278	82	14	228	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	168	0	0	166	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	47	0	0	25	0	0	17
Total Hourly Volume [veh/h]	87	450	13	79	549	142	208	504	74	17	442	52
Peak Hour Factor	0.6662	0.6662	0.6662	0.9500	0.9500	0.9500	0.9283	0.9283	0.9283	0.6898	0.6898	0.6898
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	169	5	21	144	37	56	136	20	6	160	19
Total Analysis Volume [veh/h]	131	675	20	83	578	149	224	543	80	25	641	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	7	22	0	16	37	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	15	35	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	30	30	5	29	29	11	27	27	2	18	18
g / C, Green / Cycle	0.08	0.38	0.38	0.06	0.36	0.36	0.14	0.34	0.34	0.03	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.18	0.05	0.20	0.20	0.12	0.17	0.17	0.01	0.19	0.19
s, saturation flow rate [veh/h]	1810	1900	1881	1810	1900	1767	1810	1900	1816	1810	1900	1831
c, Capacity [veh/h]	136	717	710	108	688	640	249	637	609	50	429	413
d1, Uniform Delay [s]	36.90	19.00	19.00	37.08	20.31	20.32	33.96	21.23	21.23	38.34	29.68	29.69
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.15	0.11	0.11	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.32	2.36	2.38	10.92	3.12	3.36	14.54	0.61	0.64	7.43	6.32	6.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.49	0.49	0.77	0.55	0.55	0.90	0.50	0.50	0.50	0.85	0.85
d, Delay for Lane Group [s/veh]	65.22	21.36	21.39	48.00	23.42	23.68	48.50	21.84	21.87	45.77	36.00	36.35
Lane Group LOS	E	C	C	D	C	C	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.50	4.96	4.91	1.86	5.68	5.34	4.99	4.39	4.21	0.56	6.91	6.71
50th-Percentile Queue Length [ft/ln]	87.48	123.89	122.79	46.38	141.93	133.40	124.83	109.85	105.19	14.03	172.66	167.73
95th-Percentile Queue Length [veh/ln]	6.30	8.61	8.55	3.34	9.58	9.12	8.66	7.83	7.57	1.01	11.22	10.96
95th-Percentile Queue Length [ft/ln]	157.46	215.16	213.66	83.48	239.61	228.11	216.45	195.79	189.30	25.26	280.40	273.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.22	21.37	21.39	48.00	23.51	23.68	48.50	21.85	21.87	45.77	36.15	36.35
Movement LOS	E	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	28.33			26.05			28.90			36.50		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.78											
Intersection LOS	C											
Intersection V/C	0.587											

Emissions

Vehicle Miles Traveled [mph]	19.82	52.84	52.32	9.54	43.27	40.33	135.33	192.39	184.00	4.64	67.67	65.35
Stops [stops/h]	157.46	223.00	221.03	83.48	255.47	240.12	224.70	197.72	189.35	25.26	310.78	301.91
Fuel consumption [US gal/h]	4.00	5.60	5.55	1.97	5.85	5.49	9.64	10.47	10.02	0.71	8.85	8.60
CO [g/h]	279.27	391.55	387.96	137.88	409.13	383.99	674.07	731.74	700.19	49.35	618.78	600.86
NOx [g/h]	54.34	76.18	75.48	26.83	79.60	74.71	131.15	142.37	136.23	9.60	120.39	116.91
VOC [g/h]	64.72	90.74	89.91	31.96	94.82	88.99	156.22	169.59	162.28	11.44	143.41	139.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.701	2.843	2.869	2.732
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	775	625
d_b, Bicycle Delay [s]	21.03	21.03	15.01	18.91
l_b,int, Bicycle LOS Score for Intersection	2.244	2.267	2.279	2.185
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	25	140	91	58	168	14	10	341	38	124	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	10	14	8	25	18	20	159	26	26	179	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	31	0	0	9	0	0	18	0	0	11
Total Hourly Volume [veh/h]	39	179	93	78	228	26	32	572	54	176	561	31
Peak Hour Factor	0.8574	0.8574	0.8574	0.8571	0.8571	0.8571	0.7729	0.7729	0.7729	0.9044	0.9044	0.9044
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	52	27	23	67	8	10	185	17	49	155	9
Total Analysis Volume [veh/h]	45	209	108	91	266	30	41	740	70	195	620	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	22	0	7	22	0	43	51	0	14	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	26	0	12	26	0	11	51	0	21	61	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	28	28	7	32	32	4	45	45	14	55	55
g / C, Green / Cycle	0.03	0.26	0.26	0.06	0.29	0.29	0.03	0.41	0.41	0.12	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.07	0.05	0.14	0.02	0.02	0.39	0.04	0.11	0.17	0.17
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1865
c, Capacity [veh/h]	64	489	415	116	543	462	61	776	659	227	950	933
d1, Uniform Delay [s]	52.50	34.10	32.53	50.75	32.62	28.58	52.57	31.54	20.13	47.17	16.63	16.63
k, delay calibration	0.11	0.50	0.50	0.15	0.50	0.50	0.11	0.35	0.11	0.21	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.39	2.73	1.52	14.96	3.14	0.27	12.44	17.98	0.07	16.00	0.22	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.43	0.26	0.79	0.49	0.06	0.68	0.95	0.11	0.86	0.35	0.35
d, Delay for Lane Group [s/veh]	65.89	36.83	34.04	65.72	35.76	28.86	65.01	49.52	20.20	63.16	16.85	16.85
Lane Group LOS	E	D	C	E	D	C	E	D	C	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.45	4.97	2.44	2.92	6.25	0.61	1.30	21.47	1.07	6.07	4.73	4.65
50th-Percentile Queue Length [ft/ln]	36.36	124.19	61.02	73.08	156.34	15.15	32.48	536.64	26.87	151.79	118.23	116.15
95th-Percentile Queue Length [veh/ln]	2.62	8.62	4.39	5.26	10.35	1.09	2.34	29.06	1.93	10.11	8.30	8.18
95th-Percentile Queue Length [ft/ln]	65.45	215.56	109.84	131.55	258.87	27.27	58.46	726.60	48.36	252.81	207.40	204.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.89	36.83	34.04	65.72	35.76	28.86	65.01	49.52	20.20	63.16	16.85	16.85
Movement LOS	E	D	C	E	D	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	39.61			42.27			47.86			27.49		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	38.69											
Intersection LOS	D											
Intersection V/C	0.662											

Emissions

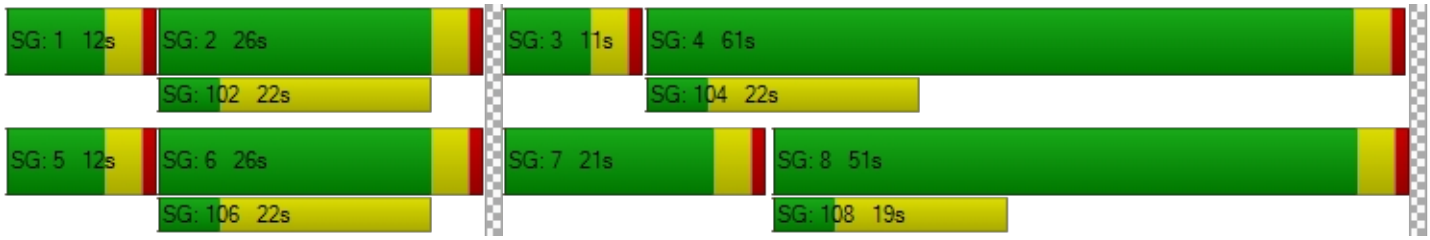
Vehicle Miles Traveled [mph]	19.78	91.86	47.47	7.16	20.94	2.36	2.71	48.95	4.63	28.41	48.08	47.22
Stops [stops/h]	47.60	162.57	79.88	95.67	204.66	19.83	42.52	702.51	35.17	198.70	154.78	152.05
Fuel consumption [US gal/h]	1.72	6.29	3.16	2.21	4.27	0.42	1.16	17.87	0.88	5.95	4.70	4.62
CO [g/h]	119.89	439.70	220.77	154.44	298.69	29.03	81.36	1249.08	61.77	415.96	328.80	322.98
NOx [g/h]	23.33	85.55	42.95	30.05	58.11	5.65	15.83	243.03	12.02	80.93	63.97	62.84
VOC [g/h]	27.79	101.90	51.16	35.79	69.22	6.73	18.86	289.49	14.32	96.40	76.20	74.85

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.454	2.481	2.797	2.862
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	400	855	1036
d_b, Bicycle Delay [s]	35.20	35.20	18.04	12.77
l_b,int, Bicycle LOS Score for Intersection	2.208	2.213	2.993	2.269
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	17	536	182	66	798	26	27	158	45	182	113	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	466	34	140	381	123	3	3	3	3	76	154
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	64	0	0	39	0	0	14	0	0	56
Total Hourly Volume [veh/h]	34	1115	190	220	1347	115	36	194	43	223	213	166
Peak Hour Factor	0.9023	0.9023	0.9023	0.9304	0.9304	0.9304	0.8297	0.8297	0.8297	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	309	53	59	362	31	11	58	13	70	67	52
Total Analysis Volume [veh/h]	38	1236	211	236	1448	124	43	234	52	281	269	209
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	17	38	0	6	32	0	19	45	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	21	42	0	20	36	0	23	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	16	62	62	4	10	10	19	25	25
g / C, Green / Cycle	0.03	0.45	0.45	0.15	0.56	0.56	0.03	0.09	0.09	0.17	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.24	0.13	0.13	0.28	0.08	0.02	0.06	0.03	0.16	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	57	2302	718	265	2898	904	62	334	149	309	829	370
d1, Uniform Delay [s]	52.71	22.28	19.51	46.07	14.78	11.53	52.56	48.43	46.81	44.77	35.31	37.54
k, delay calibration	0.11	0.50	0.50	0.31	0.50	0.50	0.11	0.11	0.11	0.35	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.83	0.90	1.04	23.03	0.62	0.32	13.19	2.66	1.39	25.46	0.23	1.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.54	0.29	0.89	0.50	0.14	0.70	0.70	0.35	0.91	0.32	0.56
d, Delay for Lane Group [s/veh]	65.55	23.18	20.55	69.10	15.40	11.85	65.75	51.09	48.19	70.23	35.54	38.90
Lane Group LOS	E	C	C	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.21	7.43	3.45	7.81	6.77	1.40	1.37	3.15	1.36	9.43	2.93	4.94
50th-Percentile Queue Length [ft/ln]	30.32	185.82	86.35	195.17	169.24	35.07	34.24	78.73	33.93	235.70	73.30	123.52
95th-Percentile Queue Length [veh/ln]	2.18	11.90	6.22	12.39	11.04	2.53	2.47	5.67	2.44	14.46	5.28	8.59
95th-Percentile Queue Length [ft/ln]	54.57	297.60	155.43	309.72	275.92	63.13	61.64	141.72	61.07	361.59	131.94	214.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.55	23.18	20.55	69.10	15.40	11.85	65.75	51.09	48.19	70.23	35.54	38.90
Movement LOS	E	C	C	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	23.89			22.17			52.55			49.31		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.74											
Intersection LOS	C											
Intersection V/C	0.589											

Emissions

Vehicle Miles Traveled [mph]	15.77	513.01	87.58	70.49	432.48	37.04	3.04	16.55	3.68	51.72	49.51	38.47
Stops [stops/h]	39.69	729.78	113.04	255.49	664.66	45.91	44.83	206.13	44.42	308.55	191.92	161.70
Fuel consumption [US gal/h]	1.54	32.49	5.29	8.91	27.63	2.14	1.24	5.56	1.19	9.62	6.03	4.98
CO [g/h]	107.71	2270.99	369.75	622.87	1931.17	149.54	86.46	388.83	83.06	672.76	421.39	348.33
NOx [g/h]	20.96	441.85	71.94	121.19	375.74	29.10	16.82	75.65	16.16	130.90	81.99	67.77
VOC [g/h]	24.96	526.32	85.69	144.36	447.57	34.66	20.04	90.12	19.25	155.92	97.66	80.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.439	3.412	2.682	2.924
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	691	582	636
d_b, Bicycle Delay [s]	32.07	23.56	27.65	25.57
l_b,int, Bicycle LOS Score for Intersection	2.412	2.575	1.843	2.232
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	60	150	7	67	251	31	48	126	116	1	84	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	2	4	23	77	20	99	0	5	109	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	190	10	85	327	115	78	251	140	6	211	45
Peak Hour Factor	0.9435	0.9435	0.9435	0.8756	0.8756	0.8756	0.8401	0.8401	0.8401	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	50	3	24	93	33	23	75	42	2	72	15
Total Analysis Volume [veh/h]	77	201	11	97	373	131	93	299	167	8	286	61
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	386	408	411	422	448	489	420	444	485	486	522
Degree of Utilization, x	0.20	0.26	0.26	0.23	0.83	0.27	0.22	0.67	0.34	0.02	0.66

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.73	1.03	1.02	0.88	8.05	1.07	0.84	4.87	1.52	0.05	4.87
95th-Percentile Queue Length [ft]	18.34	25.68	25.42	21.90	201.20	26.81	20.94	121.80	38.04	1.25	121.70
Approach Delay [s/veh]	14.50			29.65			20.34			21.95	
Approach LOS	B			D			C			C	
Intersection Delay [s/veh]	22.82										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	106	385	2	10	347	105	195	107	103	1	175	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	20	0	0	48	0	0	49	0	0	11
Total Hourly Volume [veh/h]	163	1217	58	89	1437	143	249	351	146	49	280	34
Peak Hour Factor	0.9427	0.9427	0.9427	0.9056	0.9056	0.9056	0.9714	0.9714	0.9714	0.8451	0.8451	0.8451
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	323	15	25	397	39	64	90	38	14	83	10
Total Analysis Volume [veh/h]	173	1291	62	98	1587	158	256	361	150	58	331	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	13	47	0	18	26	0	18	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	40	0	12	33	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	59	59	7	54	54	18	23	23	5	10	10
g / C, Green / Cycle	0.11	0.54	0.54	0.07	0.49	0.49	0.16	0.21	0.21	0.04	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.10	0.36	0.04	0.05	0.44	0.10	0.14	0.10	0.09	0.03	0.06	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	203	1935	864	123	1774	792	289	755	337	78	476	149
d1, Uniform Delay [s]	47.92	18.51	12.38	50.51	25.44	15.83	45.23	38.26	37.97	52.02	48.44	46.49
k, delay calibration	0.20	0.50	0.50	0.11	0.50	0.50	0.19	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.33	1.84	0.16	11.03	7.44	0.57	14.05	0.47	0.92	12.95	1.83	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.67	0.07	0.80	0.89	0.20	0.89	0.48	0.45	0.74	0.69	0.27
d, Delay for Lane Group [s/veh]	64.25	20.35	12.54	61.54	32.88	16.40	59.28	38.73	38.89	64.98	50.27	47.45
Lane Group LOS	E	C	B	E	C	B	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.43	11.16	0.72	2.96	18.77	2.22	7.79	4.23	3.53	1.83	2.96	1.04
50th-Percentile Queue Length [ft/ln]	135.73	279.12	18.10	73.96	469.37	55.58	194.73	105.72	88.33	45.85	73.99	26.03
95th-Percentile Queue Length [veh/ln]	9.25	16.64	1.30	5.32	25.88	4.00	12.37	7.60	6.36	3.30	5.33	1.87
95th-Percentile Queue Length [ft/ln]	231.26	416.12	32.58	133.12	647.02	100.05	309.16	190.04	159.00	82.52	133.18	46.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.25	20.35	12.54	61.54	32.88	16.40	59.28	38.73	38.89	64.98	50.27	47.45
Movement LOS	E	C	B	E	C	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	25.01			32.99			45.62			52.00		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.23											
Intersection LOS	C											
Intersection V/C	0.740											

Emissions

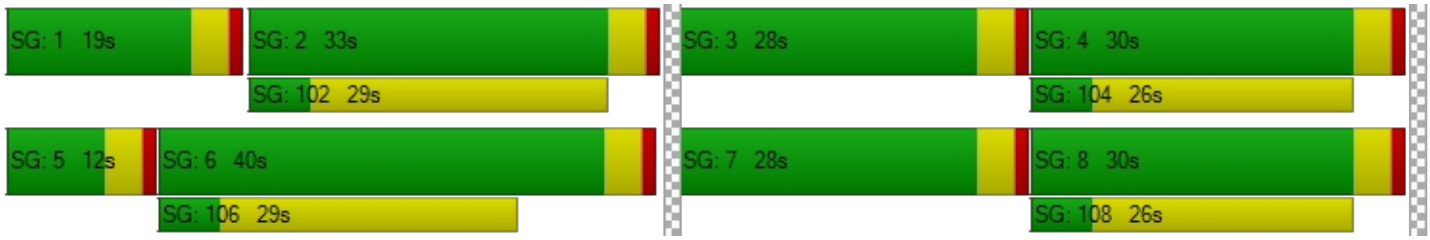
Vehicle Miles Traveled [mph]	11.27	84.10	4.04	7.76	125.70	12.51	27.90	39.34	16.35	29.22	166.77	20.15
Stops [stops/h]	177.68	730.79	23.70	96.82	1228.89	72.76	254.92	276.81	115.63	60.02	290.58	34.08
Fuel consumption [US gal/h]	4.86	17.32	0.59	2.70	30.21	1.86	6.59	6.97	2.91	2.40	12.21	1.44
CO [g/h]	339.52	1210.43	41.33	188.52	2111.52	130.07	460.74	487.46	203.31	167.99	853.79	100.86
NOx [g/h]	66.06	235.51	8.04	36.68	410.83	25.31	89.64	94.84	39.56	32.68	166.12	19.62
VOC [g/h]	78.69	280.53	9.58	43.69	489.37	30.15	106.78	112.97	47.12	38.93	197.87	23.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.319	3.383	2.958	2.803
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	527	473	473
d_b, Bicycle Delay [s]	24.89	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.835	3.120	2.233	1.802
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0	0	554	0	0	569	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	19	10	4	12	15	12	953	57	11	827	12
Peak Hour Factor	0.7625	0.7625	0.7625	0.6125	0.6125	0.6125	0.9369	0.9369	0.9369	0.7804	0.7804	0.7804
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	6	3	2	5	6	3	254	15	4	265	4
Total Analysis Volume [veh/h]	70	25	13	7	20	24	13	1017	61	14	1060	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	465	476	514	554	554	564	514	554	554	557
Degree of Utilization, x	0.23	0.11	0.03	0.65	0.65	0.64	0.03	0.65	0.65	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.89	0.36	0.08	4.65	4.65	4.48	0.08	4.62	4.62	4.58
95th-Percentile Queue Length [ft]	22.24	8.94	1.94	116.2	116.2	111.9	2.10	115.5	115.5	114.4
Approach Delay [s/veh]	13.07	11.47	20.01				20.12			
Approach LOS	B	B	C				C			
Intersection Delay [s/veh]	19.56									
Intersection LOS	C									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	39.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	233	39	554	22	0	576	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	113	0	0	22	0	0	4
Total Hourly Volume [veh/h]	39	73	11	36	180	338	136	955	64	10	864	11
Peak Hour Factor	0.8771	0.8771	0.8771	0.8074	0.8074	0.8074	0.8657	0.8657	0.8657	0.8526	0.8526	0.8526
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	21	3	11	56	105	39	276	18	3	253	3
Total Analysis Volume [veh/h]	44	83	13	45	223	419	157	1103	74	12	1013	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	28	55	0	11	38	38	6	33	33
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	42	0	9	41	0	21	46	46	13	38	38
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	46	45	45	4	44	11	44	52	2	34	42
g / C, Green / Cycle	0.42	0.41	0.41	0.03	0.40	0.10	0.40	0.47	0.01	0.31	0.38
(v / s)_i Volume / Saturation Flow Rate	0.06	0.04	0.01	0.02	0.38	0.09	0.30	0.05	0.01	0.28	0.01
s, saturation flow rate [veh/h]	800	1900	1615	1810	1704	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	111	777	661	62	685	189	1434	765	27	1111	610
d1, Uniform Delay [s]	53.01	20.09	19.36	52.62	31.54	48.33	28.83	15.97	53.72	36.67	21.47
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.21	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.25	0.28	0.05	15.03	21.97	9.28	0.90	0.11	10.86	3.33	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.11	0.02	0.73	0.94	0.83	0.77	0.10	0.44	0.91	0.02
d, Delay for Lane Group [s/veh]	63.26	20.36	19.42	67.65	53.50	57.61	29.73	16.07	64.57	40.00	21.49
Lane Group LOS	E	C	B	E	D	E	C	B	E	D	C
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.00	1.38	0.21	1.46	19.32	4.58	11.97	0.99	0.40	12.90	0.20
50th-Percentile Queue Length [ft/ln]	25.00	34.40	5.22	36.39	482.96	114.51	299.34	24.81	10.07	322.40	5.12
95th-Percentile Queue Length [veh/ln]	1.80	2.48	0.38	2.62	26.53	8.09	17.65	1.79	0.72	18.79	0.37
95th-Percentile Queue Length [ft/ln]	45.01	61.93	9.40	65.50	663.16	202.25	441.22	44.66	18.12	469.64	9.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.26	20.36	19.42	67.65	53.50	53.50	57.61	29.73	16.07	64.57	40.00	21.49
Movement LOS	E	C	B	E	D	D	E	C	B	E	D	C
d_A, Approach Delay [s/veh]	33.76			54.43			32.25			40.05		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	39.61											
Intersection LOS	D											
Intersection V/C	0.746											

Emissions

Vehicle Miles Traveled [mph]	11.09	20.91	3.28	22.60	322.40	14.41	101.26	6.79	2.98	251.31	3.23
Stops [stops/h]	32.73	45.04	6.83	47.64	632.24	149.90	783.73	32.48	13.18	844.11	6.70
Fuel consumption [US gal/h]	1.20	1.45	0.22	1.99	25.90	4.20	19.89	0.88	0.42	27.35	0.25
CO [g/h]	84.13	101.61	15.65	138.84	1810.49	293.46	1390.18	61.43	29.61	1912.09	17.53
NOx [g/h]	16.37	19.77	3.05	27.01	352.26	57.10	270.48	11.95	5.76	372.02	3.41
VOC [g/h]	19.50	23.55	3.63	32.18	419.60	68.01	322.19	14.24	6.86	443.15	4.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.264	2.689	3.239	3.072
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	691	673	764	618
d_b, Bicycle Delay [s]	23.56	24.22	21.02	26.25
l_b,int, Bicycle LOS Score for Intersection	1.797	2.880	2.678	2.419
Bicycle LOS	A	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	634	0	0	833	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	39	0	0	65	0	0	2
Total Hourly Volume [veh/h]	154	38	7	19	82	117	39	1172	195	10	1361	4
Peak Hour Factor	0.9167	0.9167	0.9167	0.7870	0.7870	0.7870	0.8687	0.8687	0.8687	0.9239	0.9239	0.9239
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	10	2	6	26	37	11	337	56	3	368	1
Total Analysis Volume [veh/h]	168	41	8	24	104	149	45	1349	224	11	1473	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	5	36	0	6	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	9	38	0	12	41	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	3	38	38	1	36	36
g / C, Green / Cycle	0.36	0.36	0.36	0.36	0.04	0.47	0.47	0.01	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.15	0.03	0.02	0.15	0.02	0.37	0.14	0.01	0.41	0.00
s, saturation flow rate [veh/h]	1144	1847	1378	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	347	666	527	621	72	1716	766	27	1625	726
d1, Uniform Delay [s]	28.16	16.79	18.96	19.16	37.81	17.63	12.84	39.05	20.46	12.16
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.75	0.21	0.16	1.98	8.51	0.83	0.21	9.59	2.20	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.07	0.05	0.41	0.62	0.79	0.29	0.41	0.91	0.01
d, Delay for Lane Group [s/veh]	32.92	17.00	19.13	21.14	46.33	18.46	13.04	48.64	22.66	12.16
Lane Group LOS	C	B	B	C	D	B	B	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.19	0.59	0.31	3.56	0.99	8.91	2.15	0.27	11.27	0.04
50th-Percentile Queue Length [ft/ln]	79.82	14.67	7.82	89.11	24.77	222.80	53.80	6.87	281.63	0.88
95th-Percentile Queue Length [veh/ln]	5.75	1.06	0.56	6.42	1.78	13.81	3.87	0.49	16.77	0.06
95th-Percentile Queue Length [ft/ln]	143.68	26.40	14.07	160.39	44.59	345.19	96.83	12.37	419.24	1.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.92	17.00	17.00	19.13	21.14	21.14	46.33	18.46	13.04	48.64	22.66	12.16
Movement LOS	C	B	B	B	C	C	D	B	B	D	C	B
d_A, Approach Delay [s/veh]	29.32			20.96			18.48			22.82		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	21.12											
Intersection LOS	C											
Intersection V/C	0.579											

Emissions

Vehicle Miles Traveled [mph]	57.07	16.64	5.80	61.15	5.27	157.98	26.23	0.90	120.71	0.33
Stops [stops/h]	143.68	26.40	14.07	160.39	44.59	802.07	96.83	12.37	1013.86	1.59
Fuel consumption [US gal/h]	4.58	1.03	0.44	4.85	1.16	20.45	2.70	0.29	23.54	0.04
CO [g/h]	320.22	71.65	30.72	339.31	81.03	1429.76	188.58	20.52	1645.14	2.86
NOx [g/h]	62.30	13.94	5.98	66.02	15.77	278.18	36.69	3.99	320.09	0.56
VOC [g/h]	74.21	16.61	7.12	78.64	18.78	331.36	43.70	4.76	381.28	0.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.334	2.168	3.636	3.186
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	850	925
d_b, Bicycle Delay [s]	18.23	18.23	13.23	11.56
l_b,int, Bicycle LOS Score for Intersection	1.923	2.081	2.948	2.789
Bicycle LOS	A	B	C	C

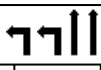
Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	281	0	0	0	107	353	0	0	439	394
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	122	0	0	0	0	0	0	0	0	176
Total Hourly Volume [veh/h]	111	4	365	0	0	0	163	985	0	0	948	529
Peak Hour Factor	0.8655	0.8655	0.8655	1.0000	1.0000	1.0000	0.9008	0.9008	1.0000	1.0000	0.8591	0.8591
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	1	105	0	0	0	45	273	0	0	276	154
Total Analysis Volume [veh/h]	128	5	422	0	0	0	181	1093	0	0	1103	616
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	38	0	0	0	0	6	64	0	0	54	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	42	0	0	0	0	10	68	0	0	58	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	110	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	46	46	46		6	56	46	46
g / C, Green / Cycle	0.41	0.41	0.41		0.05	0.51	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.05		0.05	0.30	0.30	0.38
s, saturation flow rate [veh/h]	1810	1816	8500		3514	3618	3618	1615
c, Capacity [veh/h]	749	752	3519		192	1857	1528	682
d1, Uniform Delay [s]	19.60	19.60	19.87		51.83	18.67	26.40	29.67
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.30
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.23	0.07		19.39	0.30	0.66	11.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.09	0.12		0.94	0.59	0.72	0.90
d, Delay for Lane Group [s/veh]	19.84	19.84	19.94		71.23	18.97	27.06	41.43
Lane Group LOS	B	B	B		E	B	C	D
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.08	1.09	6.73		2.93	8.95	11.87	16.96
50th-Percentile Queue Length [ft/ln]	27.05	27.14	168.18		73.31	223.78	296.86	423.93
95th-Percentile Queue Length [veh/ln]	1.95	1.95	10.98		5.28	13.86	17.53	23.71
95th-Percentile Queue Length [ft/ln]	48.69	48.85	274.53		131.96	346.44	438.14	592.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.84	19.84	19.94	0.00	0.00	0.00	71.23	18.97	0.00	0.00	27.06	41.43
Movement LOS	B	B	B				E	B			C	D
d_A, Approach Delay [s/veh]	19.92			0.00			26.40			32.21		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	28.20											
Intersection LOS	C											
Intersection V/C	0.483											

Emissions

Vehicle Miles Traveled [mph]	9.94	9.97	63.18		26.02	157.10	129.17	72.14
Stops [stops/h]	35.41	35.53	220.17		191.95	585.89	777.23	554.96
Fuel consumption [US gal/h]	0.87	0.88	5.53		5.90	16.89	15.69	11.23
CO [g/h]	61.01	61.22	386.53		412.51	1180.60	1096.44	784.92
NOx [g/h]	11.87	11.91	75.20		80.26	229.70	213.33	152.72
VOC [g/h]	14.14	14.19	89.58		95.60	273.61	254.11	181.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	46.37	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.269	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	691	0	1164	982
d_b, Bicycle Delay [s]	23.56	55.00	9.62	14.25
l_b,int, Bicycle LOS Score for Intersection	2.677	4.132	2.611	3.123
Bicycle LOS	B	D	B	C

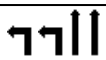
Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	343	1	34	0	228	87	292	160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	281	0	70	0	179	107	394	115	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	28	0	0	53	0	0	0
Total Hourly Volume [veh/h]	0	0	0	696	1	83	0	455	159	747	309	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9087	0.9087	0.9087	1.0000	0.9128	0.9128	0.8958	0.8958	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	191	0	23	0	125	44	208	86	0
Total Analysis Volume [veh/h]	0	0	0	766	1	91	0	498	174	834	345	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	21	0	0	14	0	23	41	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	29	0	0	17	0	24	41	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	25	13	13	20	37
g / C, Green / Cycle		0.36	0.36	0.36	0.18	0.18	0.29	0.53
(v / s)_i Volume / Saturation Flow Rate		0.21	0.21	0.06	0.14	0.11	0.24	0.10
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		649	649	580	659	294	1011	1906
d1, Uniform Delay [s]		18.26	18.26	15.25	27.15	26.24	23.29	8.66
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.92	3.91	0.58	1.80	1.90	1.77	0.05
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.59	0.59	0.16	0.76	0.59	0.83	0.18
d, Delay for Lane Group [s/veh]		22.17	22.17	15.82	28.95	28.14	25.06	8.71
Lane Group LOS		C	C	B	C	C	C	A
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		5.15	5.15	0.97	3.73	2.56	5.87	1.09
50th-Percentile Queue Length [ft/ln]		128.65	128.65	24.32	93.25	64.07	146.79	27.19
95th-Percentile Queue Length [veh/ln]		8.87	8.87	1.75	6.71	4.61	9.85	1.96
95th-Percentile Queue Length [ft/ln]		221.66	221.66	43.78	167.85	115.33	246.14	48.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	22.17	22.17	15.82	0.00	28.95	28.14	25.06	8.71	0.00
Movement LOS				C	C	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			21.50			28.74			20.28		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	22.76											
Intersection LOS	C											
Intersection V/C	0.587											

Emissions

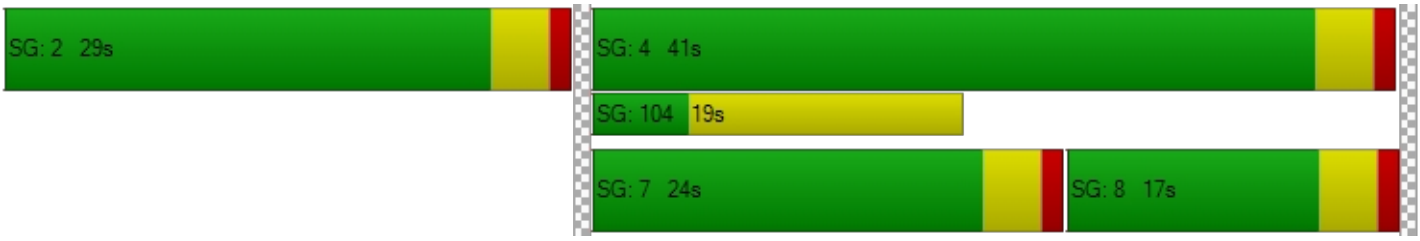
Vehicle Miles Traveled [mph]		25.71	25.71	6.10	56.69	19.81	119.87	49.59
Stops [stops/h]		264.66	264.66	50.03	383.66	131.80	603.93	111.85
Fuel consumption [US gal/h]		5.25	5.25	1.00	9.65	3.31	15.87	3.70
CO [g/h]		367.06	367.06	70.12	674.37	231.66	1109.43	258.75
NOx [g/h]		71.42	71.42	13.64	131.21	45.07	215.85	50.34
VOC [g/h]		85.07	85.07	16.25	156.29	53.69	257.12	59.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0		0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00		0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.353		0.000	0.000
Crosswalk LOS	F	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	714		371	1057
d_b, Bicycle Delay [s]	35.00	14.46		23.21	7.78
l_b,int, Bicycle LOS Score for Intersection	4.132	3.022		2.158	2.532
Bicycle LOS	D	C		B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	70	162	30	50	277	34	51	352	105	64	327	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	49	9	0	3	25	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	9	0	0	10	0	0	32	0	0	10
Total Hourly Volume [veh/h]	134	205	27	64	360	31	62	426	95	77	396	31
Peak Hour Factor	0.7846	0.7846	0.7846	0.8624	0.8624	0.8624	0.8872	0.8872	0.8872	0.8643	0.8643	0.8643
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	65	9	19	104	9	17	120	27	22	115	9
Total Analysis Volume [veh/h]	171	261	34	74	417	36	70	480	107	89	458	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	29	0	7	26	0	6	22	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	33	0	11	30	0	10	26	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	41	41	4	36	36	4	13	13	5	14	14
g / C, Green / Cycle	0.12	0.52	0.52	0.05	0.46	0.46	0.05	0.17	0.17	0.06	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.09	0.08	0.08	0.04	0.12	0.12	0.04	0.13	0.07	0.05	0.13	0.02
s, saturation flow rate [veh/h]	1810	1900	1825	1810	1900	1848	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	208	981	942	97	864	840	91	603	269	115	651	291
d1, Uniform Delay [s]	34.59	10.15	10.16	37.37	13.52	13.53	37.53	32.02	29.74	36.90	30.80	27.52
k, delay calibration	0.21	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.16	0.33	0.35	11.88	0.75	0.78	12.70	2.45	0.95	10.58	1.40	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.15	0.15	0.77	0.27	0.27	0.77	0.80	0.40	0.78	0.70	0.12
d, Delay for Lane Group [s/veh]	48.76	10.48	10.51	49.25	14.27	14.31	50.23	34.47	30.69	47.48	32.21	27.70
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.86	1.25	1.22	1.67	2.40	2.36	1.60	4.34	1.79	1.95	3.97	0.56
50th-Percentile Queue Length [ft/ln]	96.50	31.36	30.56	41.67	60.10	58.96	39.96	108.61	44.63	48.80	99.30	13.88
95th-Percentile Queue Length [veh/ln]	6.95	2.26	2.20	3.00	4.33	4.25	2.88	7.76	3.21	3.51	7.15	1.00
95th-Percentile Queue Length [ft/ln]	173.70	56.44	55.01	75.01	108.19	106.13	71.93	194.07	80.34	87.83	178.74	24.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.76	10.49	10.51	49.25	14.29	14.31	50.23	34.47	30.69	47.48	32.21	27.70
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	24.54			19.20			35.53			34.26		
Approach LOS	C			B			D			C		
d_I, Intersection Delay [s/veh]	29.05											
Intersection LOS	C											
Intersection V/C	0.398											

Emissions

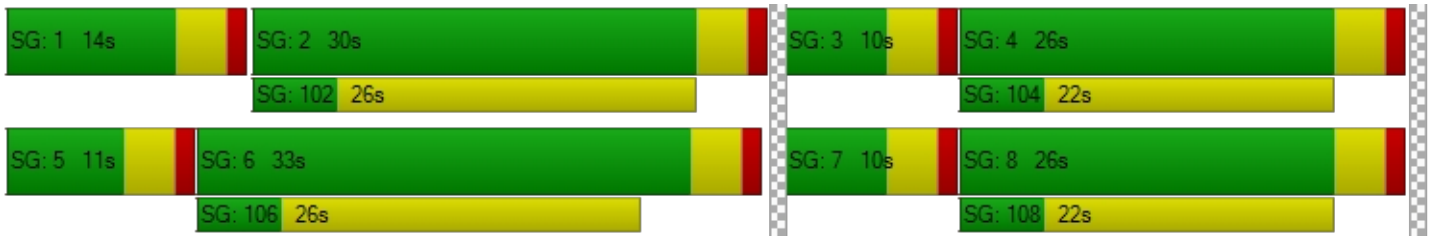
Vehicle Miles Traveled [mph]	85.69	75.01	72.82	37.04	114.63	112.12	35.43	242.94	54.15	14.80	76.15	5.99
Stops [stops/h]	173.70	56.44	55.01	75.01	108.19	106.13	71.93	391.01	80.34	87.83	357.49	24.99
Fuel consumption [US gal/h]	6.79	3.59	3.49	2.94	5.94	5.82	2.82	16.56	3.52	2.46	10.06	0.72
CO [g/h]	474.86	251.10	244.01	205.78	415.18	406.48	197.41	1157.24	246.29	171.89	702.97	50.24
NOx [g/h]	92.39	48.85	47.48	40.04	80.78	79.09	38.41	225.16	47.92	33.44	136.77	9.78
VOC [g/h]	110.05	58.19	56.55	47.69	96.22	94.21	45.75	268.20	57.08	39.84	162.92	11.64

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.636	2.577	2.827	2.753
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	725	650	550	550
d_b, Bicycle Delay [s]	16.26	18.23	21.03	21.03
l_b,int, Bicycle LOS Score for Intersection	1.951	2.003	2.128	2.049
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	153	644	137	192	794	31	23	264	188	131	230	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	467	0	0	443	2	9	0	12	31	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	10	0	0	60	0	0	29
Total Hourly Volume [veh/h]	187	1246	103	232	1404	30	37	319	179	190	296	87
Peak Hour Factor	0.9266	0.9266	0.9266	0.9141	0.9141	0.9141	0.9141	0.9141	0.9141	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	336	28	63	384	8	10	87	49	50	77	23
Total Analysis Volume [veh/h]	202	1345	111	254	1536	33	40	349	196	199	310	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	39	0	14	42	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	26	30	0	28	32	0	20	30	0	22	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	46	46	17	50	50	4	16	16	14	26	26
g / C, Green / Cycle	0.13	0.42	0.42	0.16	0.45	0.45	0.03	0.15	0.15	0.13	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.11	0.26	0.07	0.14	0.42	0.02	0.02	0.10	0.12	0.11	0.09	0.06
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	236	2181	681	287	1628	727	61	531	237	231	870	388
d1, Uniform Delay [s]	46.84	24.88	19.77	45.27	28.91	16.98	52.50	44.31	45.56	47.04	34.70	33.62
k, delay calibration	0.12	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.11	0.19	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.41	1.32	0.51	13.71	12.39	0.12	11.17	1.39	7.16	15.00	0.25	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.62	0.16	0.88	0.94	0.05	0.65	0.66	0.83	0.86	0.36	0.23
d, Delay for Lane Group [s/veh]	56.26	26.19	20.29	58.98	41.30	17.10	63.67	45.70	52.72	62.04	34.95	33.93
Lane Group LOS	E	C	C	E	D	B	E	D	D	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.85	8.80	1.78	7.64	20.44	0.47	1.25	4.45	5.49	6.28	3.47	1.99
50th-Percentile Queue Length [ft/ln]	146.26	220.09	44.43	190.94	511.03	11.72	31.32	111.27	137.34	156.96	86.83	49.79
95th-Percentile Queue Length [veh/ln]	9.82	13.67	3.20	12.17	27.86	0.84	2.26	7.91	9.34	10.39	6.25	3.58
95th-Percentile Queue Length [ft/ln]	245.43	341.74	79.97	304.25	696.39	21.10	56.38	197.76	233.44	259.69	156.29	89.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.26	26.19	20.29	58.98	41.30	17.10	63.67	45.70	52.72	62.04	34.95	33.93
Movement LOS	E	C	C	E	D	B	E	D	D	E	C	C
d_A, Approach Delay [s/veh]	29.46			43.32			49.28			43.78		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	39.20											
Intersection LOS	D											
Intersection V/C	0.768											

Emissions

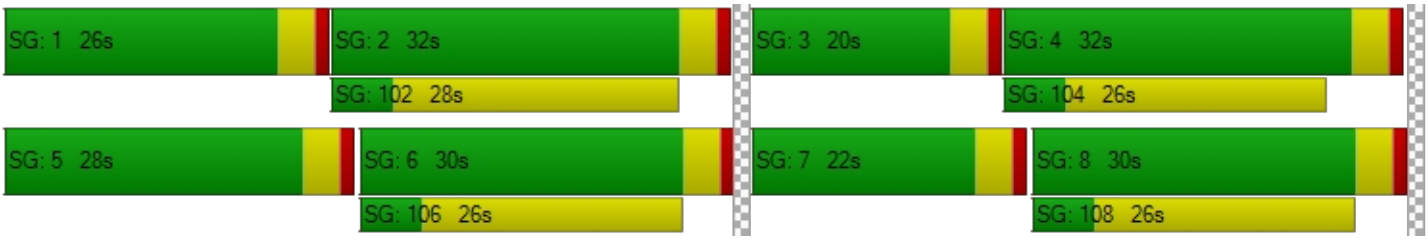
Vehicle Miles Traveled [mph]	10.81	71.99	5.94	111.92	676.80	14.54	3.86	33.69	18.92	100.72	156.90	46.06
Stops [stops/h]	191.47	864.35	58.16	249.95	1337.96	15.35	41.00	291.32	179.79	205.47	227.33	65.18
Fuel consumption [US gal/h]	5.06	20.38	1.39	9.99	52.74	0.80	1.16	8.02	4.99	7.79	9.92	2.88
CO [g/h]	353.94	1424.86	96.82	698.48	3686.73	56.20	81.11	560.76	348.57	544.78	693.37	201.62
NOx [g/h]	68.86	277.23	18.84	135.90	717.30	10.94	15.78	109.10	67.82	105.99	134.90	39.23
VOC [g/h]	82.03	330.23	22.44	161.88	854.43	13.03	18.80	129.96	80.79	126.26	160.69	46.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.458	3.317	2.842	2.729
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	509	473	509
d_b, Bicycle Delay [s]	32.07	30.56	32.07	30.56
l_b,int, Bicycle LOS Score for Intersection	2.490	3.072	2.092	2.079
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	41	0	59	26	0	17	20	339	0	0	231	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	22	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	0	71	31	0	21	24	432	0	0	280	25
Peak Hour Factor	1.0000	1.0000	1.0000	0.8077	1.0000	0.8077	0.8800	0.8800	0.8800	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	18	10	0	6	7	123	0	0	85	8
Total Analysis Volume [veh/h]	50	0	71	38	0	26	27	491	0	0	338	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.09	0.12	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.42	20.99	12.36	17.93	0.00	9.46	8.06	0.00	0.00	8.32	0.00	0.00
Movement LOS	C	C	B	C		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.01	1.01	1.01	0.41	0.00	0.10	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.37	25.37	25.37	10.13	0.00	2.41	1.72	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.28			14.49			0.42			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.80											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Indian Ave			Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	138	0	82	1	172	0	0	180	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	22	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	189	0	99	1	208	0	0	218	128
Peak Hour Factor	0.9950	0.9950	0.9950	0.7801	0.7801	0.7801	0.8788	0.8788	0.8788	0.8652	0.8652	0.8652
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	61	0	32	0	59	0	0	63	37
Total Analysis Volume [veh/h]	0	0	0	242	0	127	1	237	0	0	252	148
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	518	533	646	502	540	540	560	560	629
Degree of Utilization, x	0.00	0.45	0.20	0.00	0.22	0.22	0.23	0.23	0.24

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	2.35	0.73	0.01	0.83	0.83	0.86	0.86	0.91
95th-Percentile Queue Length [ft]	0.00	58.65	18.17	0.15	20.76	20.76	21.46	21.46	22.72
Approach Delay [s/veh]	0.00	13.13		11.23			10.69		
Approach LOS	A	B		B			B		
Intersection Delay [s/veh]	11.71								
Intersection LOS	B								

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	54.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	90	2	169	119	187	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	2	204	144	226	92
Peak Hour Factor	0.8214	0.8214	0.8944	0.8944	0.7950	0.7950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	1	57	40	71	29
Total Analysis Volume [veh/h]	133	2	228	161	284	116
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.16	0.00	0.85	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	7.92	0.00	54.87	9.12
Movement LOS	A	A	A	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.55	0.00	7.68	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	13.81	0.00	192.01	9.92
d_A, Approach Delay [s/veh]	0.00		4.64		41.61	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	19.96					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	39	189	37	81	247	77	50	146	59	13	101	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	58	0	0	25	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	287	37	98	324	93	61	177	71	16	122	61
Peak Hour Factor	0.8588	0.8588	0.8588	0.8821	0.8821	0.8821	0.8231	0.8231	0.8231	0.8039	0.8039	0.8039
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	84	11	28	92	26	19	54	22	5	38	19
Total Analysis Volume [veh/h]	62	334	43	111	367	105	74	215	86	20	152	76
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	453	482	492	463	494	514	488	533	464	492	538
Degree of Utilization, x	0.14	0.39	0.38	0.24	0.48	0.46	0.15	0.56	0.04	0.31	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.47	1.83	1.78	0.93	2.55	2.38	0.53	3.47	0.13	1.30	0.49
95th-Percentile Queue Length [ft]	11.77	45.87	44.49	23.17	63.73	59.49	13.25	86.83	3.37	32.52	12.25
Approach Delay [s/veh]	14.29			15.41			16.57		12.21		
Approach LOS	B			C			C		B		
Intersection Delay [s/veh]	14.89										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	55	804	189	48	941	29	45	25	54	207	15	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	444	0	0	459	2	1	0	8	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	229	0	0	37	0	0	73	0	0	50
Total Hourly Volume [veh/h]	75	1417	0	58	1598	0	55	30	0	250	24	0
Peak Hour Factor	0.9319	0.9319	0.9319	0.8802	0.8802	0.8802	0.8576	0.8576	0.8576	0.8506	0.8506	0.8506
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	380	0	16	454	0	16	9	0	73	7	0
Total Analysis Volume [veh/h]	80	1520	0	66	1816	0	64	35	0	294	28	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	43	0	0	33	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	37	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	43	43	43	9	17	17	17
g / C, Green / Cycle	0.06	0.58	0.58	0.47	0.47	0.47	0.10	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.28	0.28	0.19	0.35	0.00	0.05	0.16	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	349	5176	1615	1841	1810	1900	1615
c, Capacity [veh/h]	106	2087	1096	178	2453	765	187	340	357	304
d1, Uniform Delay [s]	41.73	11.12	11.12	28.67	19.19	0.00	38.37	35.43	30.12	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.36	0.79	1.49	5.83	2.06	0.00	2.30	6.57	0.09	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.48	0.48	0.37	0.74	0.00	0.53	0.86	0.08	0.00
d, Delay for Lane Group [s/veh]	52.09	11.91	12.61	34.50	21.25	0.00	40.66	42.00	30.21	0.00
Lane Group LOS	D	B	B	C	C	A	D	D	C	A
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.03	5.52	6.01	1.46	9.39	0.00	2.19	6.82	0.51	0.00
50th-Percentile Queue Length [ft/ln]	50.86	137.89	150.22	36.49	234.84	0.00	54.77	170.40	12.77	0.00
95th-Percentile Queue Length [veh/ln]	3.66	9.37	10.03	2.63	14.42	0.00	3.94	11.10	0.92	0.00
95th-Percentile Queue Length [ft/ln]	91.54	234.18	250.72	65.68	360.50	0.00	98.59	277.44	22.98	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.09	12.15	12.61	34.50	21.25	0.00	40.66	40.66	40.66	42.00	30.21	0.00
Movement LOS	D	B	B	C	C	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	14.15			21.71			40.66			40.97		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	20.68											
Intersection LOS	C											
Intersection V/C	0.611											

Emissions

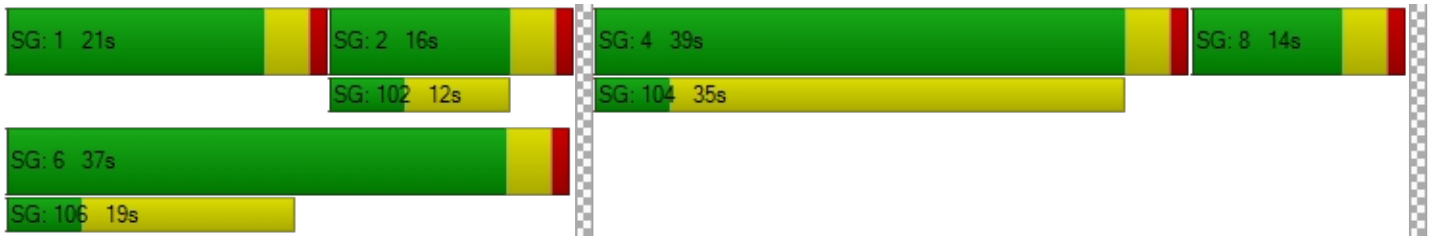
Vehicle Miles Traveled [mph]	39.93	497.37	261.22	6.39	175.71	0.00	7.89	148.53	14.15	0.00
Stops [stops/h]	81.37	441.25	240.35	58.38	1127.22	0.00	87.64	272.63	20.43	0.00
Fuel consumption [US gal/h]	2.94	25.33	13.43	1.41	27.89	0.00	1.51	10.24	0.89	0.00
CO [g/h]	205.59	1770.42	938.42	98.43	1949.55	0.00	105.58	715.61	61.97	0.00
NOx [g/h]	40.00	344.46	182.58	19.15	379.31	0.00	20.54	139.23	12.06	0.00
VOC [g/h]	47.65	410.31	217.49	22.81	451.83	0.00	24.47	165.85	14.36	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.429	1.949	2.440
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	267	222	778
d_b, Bicycle Delay [s]	18.05	33.80	35.56	16.81
l_b,int, Bicycle LOS Score for Intersection	2.566	2.615	1.843	2.173
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	8	0	0	0	111	0	8	111	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	47	0	0	18	0	0	4	0	0	14
Total Hourly Volume [veh/h]	44	127	140	58	64	52	54	781	13	199	768	42
Peak Hour Factor	0.8780	0.8780	0.8780	0.8608	0.8608	0.8608	0.8955	0.8955	0.8955	0.7629	0.7629	0.7629
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	36	40	17	19	15	15	218	4	65	252	14
Total Analysis Volume [veh/h]	50	145	159	67	74	60	60	872	15	261	1007	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	13	26	0	15	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	20	0	21	32	0	20	27	0	22	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	31	4	32	32	4	24	24	15	35	35
g / C, Green / Cycle	0.04	0.34	0.05	0.35	0.35	0.04	0.27	0.27	0.16	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.04	0.04	0.04	0.03	0.24	0.01	0.14	0.28	0.03
s, saturation flow rate [veh/h]	1810	1739	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	72	594	91	668	568	82	961	429	299	1394	622
d1, Uniform Delay [s]	42.66	23.66	42.15	19.68	19.64	42.43	31.98	24.50	36.65	23.56	17.60
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.22	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.24	3.14	10.94	0.34	0.37	11.84	3.66	0.03	14.85	0.72	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.51	0.74	0.11	0.11	0.73	0.91	0.03	0.87	0.72	0.09
d, Delay for Lane Group [s/veh]	53.90	26.80	53.09	20.01	20.02	54.27	35.65	24.54	51.51	24.28	17.66
Lane Group LOS	D	C	D	C	C	D	D	C	D	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.32	5.60	1.75	1.11	0.90	1.50	8.72	0.22	6.37	8.04	0.65
50th-Percentile Queue Length [ft/ln]	33.07	139.90	43.63	27.63	22.58	37.57	218.12	5.52	159.33	200.90	16.37
95th-Percentile Queue Length [veh/ln]	2.38	9.48	3.14	1.99	1.63	2.70	13.57	0.40	10.51	12.69	1.18
95th-Percentile Queue Length [ft/ln]	59.53	236.89	78.53	49.74	40.64	67.62	339.22	9.94	262.84	317.13	29.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.90	26.80	26.80	53.09	20.01	20.02	54.27	35.65	24.54	51.51	24.28	17.66
Movement LOS	D	C	C	D	C	C	D	D	C	D	C	B
d_A, Approach Delay [s/veh]	30.62			31.04			36.65			29.38		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.09											
Intersection LOS	C											
Intersection V/C	0.597											

Emissions

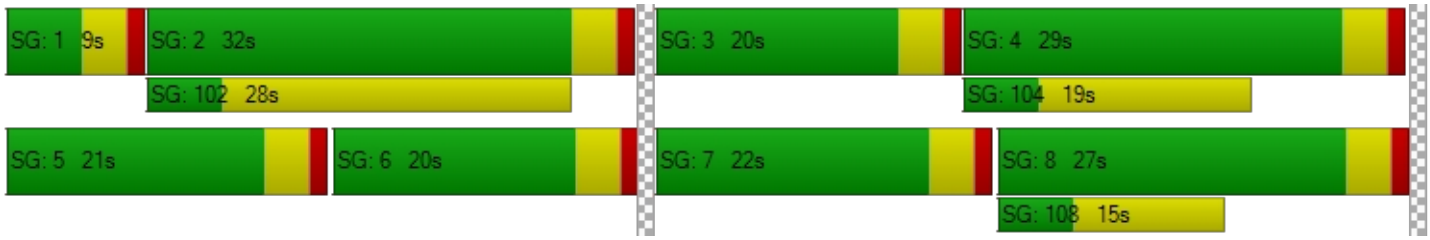
Vehicle Miles Traveled [mph]	7.01	42.64	9.33	10.30	8.35	30.03	436.38	7.51	68.18	263.06	14.37
Stops [stops/h]	52.92	223.84	69.80	44.21	36.13	60.11	697.98	8.84	254.93	642.89	26.20
Fuel consumption [US gal/h]	1.07	4.43	1.41	0.93	0.76	2.78	33.89	0.49	9.75	25.72	1.16
CO [g/h]	74.57	309.94	98.62	65.30	53.02	194.56	2368.75	34.26	681.63	1797.59	81.42
NOx [g/h]	14.51	60.30	19.19	12.71	10.32	37.86	460.87	6.67	132.62	349.75	15.84
VOC [g/h]	17.28	71.83	22.86	15.13	12.29	45.09	548.98	7.94	157.98	416.61	18.87

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.213	2.258	3.082	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	622	511	556
d_b, Bicycle Delay [s]	30.42	21.36	24.94	23.47
l_b,int, Bicycle LOS Score for Intersection	2.221	1.921	2.344	2.663
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	104	233	129	20	246	55	56	632	107	129	565	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	25	0	55	111	0	0	111	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	17	0	0	32	0	0	8
Total Hourly Volume [veh/h]	126	291	117	24	323	50	123	876	97	156	795	25
Peak Hour Factor	0.8158	0.8158	0.8158	0.9249	0.9249	0.9249	0.9147	0.9147	0.9147	0.8738	0.8738	0.8738
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	89	36	6	87	14	34	239	27	45	227	7
Total Analysis Volume [veh/h]	154	357	143	26	349	54	134	958	106	179	910	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	12	25	0	8	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	28	0	16	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	7	22	22	9	23	23
g / C, Green / Cycle	0.40	0.40	0.40	0.40	0.10	0.31	0.31	0.12	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.15	0.19	0.09	0.24	0.07	0.26	0.07	0.10	0.25	0.02
s, saturation flow rate [veh/h]	998	1900	1615	1799	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	264	754	641	768	179	1118	499	223	1205	538
d1, Uniform Delay [s]	22.93	15.69	13.98	16.56	30.70	22.74	17.89	29.87	20.80	15.85
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.05	2.13	0.81	2.92	6.16	2.03	0.21	6.67	0.99	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.47	0.22	0.56	0.75	0.86	0.21	0.80	0.76	0.05
d, Delay for Lane Group [s/veh]	31.98	17.82	14.78	19.49	36.85	24.76	18.10	36.55	21.79	15.89
Lane Group LOS	C	B	B	B	D	C	B	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	4.03	1.42	5.18	2.36	6.89	1.17	3.14	6.01	0.29
50th-Percentile Queue Length [ft/ln]	69.50	100.87	35.61	129.42	59.06	172.35	29.37	78.44	150.14	7.25
95th-Percentile Queue Length [veh/ln]	5.00	7.26	2.56	8.91	4.25	11.20	2.11	5.65	10.02	0.52
95th-Percentile Queue Length [ft/ln]	125.10	181.57	64.09	222.70	106.31	280.00	52.86	141.20	250.62	13.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.98	17.82	14.78	19.49	19.49	19.49	36.85	24.76	18.10	36.55	21.79	15.89
Movement LOS	C	B	B	B	B	B	D	C	B	D	C	B
d_A, Approach Delay [s/veh]	20.49			19.49			25.53			24.00		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	23.29											
Intersection LOS	C											
Intersection V/C	0.602											

Emissions

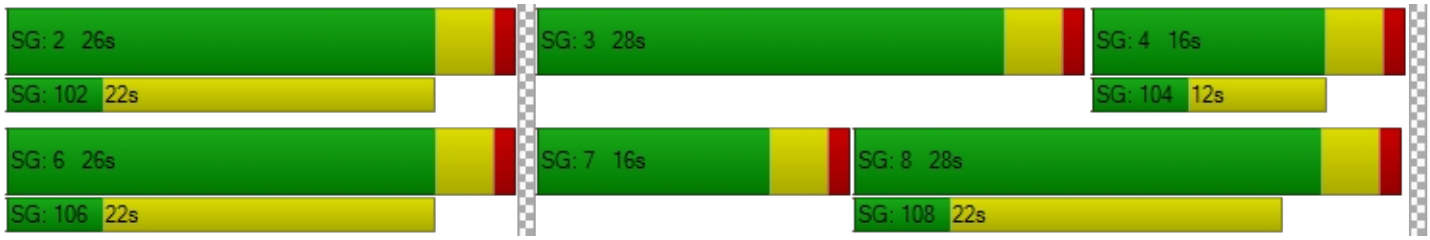
Vehicle Miles Traveled [mph]	58.19	134.89	54.03	215.54	67.79	484.66	53.63	89.58	455.40	14.51
Stops [stops/h]	142.98	207.51	73.25	266.23	121.50	709.08	60.42	161.37	617.73	14.91
Fuel consumption [US gal/h]	4.77	8.50	3.19	12.40	4.63	29.15	2.90	6.13	26.42	0.76
CO [g/h]	333.73	594.04	223.19	866.72	323.42	2037.88	203.05	428.15	1846.46	53.13
NOx [g/h]	64.93	115.58	43.43	168.63	62.92	396.50	39.51	83.30	359.25	10.34
VOC [g/h]	77.35	137.67	51.73	200.87	74.95	472.30	47.06	99.23	427.93	12.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.742	2.440	3.219	2.987
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	686	343
d_b, Bicycle Delay [s]	16.46	16.46	15.11	24.03
l_b,int, Bicycle LOS Score for Intersection	2.703	2.296	2.574	2.489
Bicycle LOS	B	B	B	B

Sequence

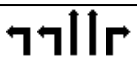
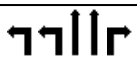
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	44.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	384	2	1	359	107	66	163	2	2	107	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	37	0	0	93	0	0	51	0	0	55
Total Hourly Volume [veh/h]	164	959	110	274	1023	280	414	833	151	252	653	166
Peak Hour Factor	0.9406	0.9406	0.9406	0.9342	0.9342	0.9342	0.8402	0.8402	0.8402	0.8991	0.8991	0.8991
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	255	29	73	274	75	123	248	45	70	182	46
Total Analysis Volume [veh/h]	174	1020	117	293	1095	300	493	991	180	280	726	185
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	35	0	12	35	0	18	47	0	10	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	40	0	16	36	0	21	49	0	15	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	45	45	12	43	43	17	36	36	11	30	30
g / C, Green / Cycle	0.11	0.37	0.37	0.10	0.36	0.36	0.14	0.30	0.30	0.09	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.10	0.28	0.07	0.08	0.30	0.10	0.14	0.27	0.11	0.08	0.20	0.11
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	203	1346	601	347	1298	1026	498	1100	491	322	919	410
d1, Uniform Delay [s]	52.35	32.95	25.50	53.16	35.37	27.55	51.42	40.02	32.70	53.79	41.76	37.70
k, delay calibration	0.22	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.32	4.03	0.72	5.61	6.81	0.72	16.60	3.01	0.46	7.15	1.56	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.76	0.19	0.84	0.84	0.29	0.99	0.90	0.37	0.87	0.79	0.45
d, Delay for Lane Group [s/veh]	70.66	36.98	26.23	58.77	42.17	28.28	68.02	43.02	33.16	60.95	43.32	38.47
Lane Group LOS	E	D	C	E	D	C	E	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.04	13.08	2.31	4.50	15.20	3.08	8.39	14.02	4.09	4.42	9.98	4.59
50th-Percentile Queue Length [ft/ln]	151.11	327.08	57.76	112.55	379.92	77.12	209.86	350.40	102.16	110.46	249.45	114.68
95th-Percentile Queue Length [veh/ln]	10.08	19.02	4.16	7.98	21.59	5.55	13.15	20.16	7.36	7.87	15.16	8.10
95th-Percentile Queue Length [ft/ln]	251.91	475.38	103.96	199.54	539.75	138.81	328.65	503.90	183.89	196.64	378.95	202.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.66	36.98	26.23	58.77	42.17	28.28	68.02	43.02	33.16	60.95	43.32	38.47
Movement LOS	E	D	C	E	D	C	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	40.49			42.58			49.36			46.71		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	44.88											
Intersection LOS	D											
Intersection V/C	0.752											

Emissions

Vehicle Miles Traveled [mph]	65.51	384.00	44.05	146.23	546.49	149.72	109.81	220.72	40.09	141.65	367.29	93.59
Stops [stops/h]	181.33	785.00	69.31	270.12	911.81	185.08	503.67	840.96	122.60	265.10	598.67	137.61
Fuel consumption [US gal/h]	7.00	30.60	3.00	11.87	39.47	9.16	15.70	24.84	3.85	11.15	25.44	6.15
CO [g/h]	489.43	2138.83	209.42	830.05	2758.68	640.25	1097.74	1736.58	269.46	779.42	1778.11	430.08
NOx [g/h]	95.22	416.14	40.75	161.50	536.74	124.57	213.58	337.88	52.43	151.65	345.96	83.68
VOC [g/h]	113.43	495.69	48.54	192.37	639.35	148.38	254.41	402.47	62.45	180.64	412.09	99.67

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.241	3.571	3.302	3.186
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	533	750	650
d_b, Bicycle Delay [s]	29.40	32.27	23.44	27.34
l_b,int, Bicycle LOS Score for Intersection	2.672	3.029	2.974	2.588
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	39.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.194

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	196	0	1091	946	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.2100	1.0000	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	466	458	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	237	0	1786	1603	41
Peak Hour Factor	1.0000	0.8099	1.0000	0.9633	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	73	0	463	438	11
Total Analysis Volume [veh/h]	0	293	0	1854	1752	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.19	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	39.26	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	3.47	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	86.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	39.26		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.92					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	63	4	409	0	0	0	54	686	0	0	750	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	232	0	0	0	95	234	0	0	230	228
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	182	0	0	0	0	0	0	0	0	173
Total Hourly Volume [veh/h]	138	5	545	0	0	0	160	1064	0	0	1138	518
Peak Hour Factor	0.9006	0.9006	0.9006	1.0000	1.0000	1.0000	0.8783	0.8783	1.0000	1.0000	0.9261	0.9261
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	1	151	0	0	0	46	303	0	0	307	140
Total Analysis Volume [veh/h]	153	6	605	0	0	0	182	1211	0	0	1229	559
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	33	0	0	0	0	12	69	0	0	53	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	0	0	14	60	0	0	46	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	90	90		90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	32		10	50	36	36
g / C, Green / Cycle	0.36	0.36		0.11	0.55	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.09	0.21		0.10	0.33	0.24	0.35
s, saturation flow rate [veh/h]	1813	2859		1810	3618	5176	1615
c, Capacity [veh/h]	646	1018		201	2007	2066	645
d1, Uniform Delay [s]	20.44	23.65		39.53	13.41	21.30	24.84
k, delay calibration	0.50	0.50		0.22	0.11	0.11	0.16
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.91	2.55		24.29	0.29	0.28	5.35
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.59		0.91	0.60	0.59	0.87
d, Delay for Lane Group [s/veh]	21.35	26.20		63.82	13.70	21.57	30.18
Lane Group LOS	C	C		E	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.38	5.25		5.18	7.18	6.33	10.95
50th-Percentile Queue Length [ft/ln]	59.60	131.28		129.45	179.57	158.33	273.79
95th-Percentile Queue Length [veh/ln]	4.29	9.01		8.91	11.58	10.46	16.38
95th-Percentile Queue Length [ft/ln]	107.29	225.24		222.74	289.45	261.51	409.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.35	21.35	26.20	0.00	0.00	0.00	63.82	13.70	0.00	0.00	21.57	30.18
Movement LOS	C	C	C				E	B			C	C
d_A, Approach Delay [s/veh]	25.19			0.00			20.25			24.26		
Approach LOS	C			A			C			C		
d_I, Intersection Delay [s/veh]	23.03											
Intersection LOS	C											
Intersection V/C	0.658											

Emissions

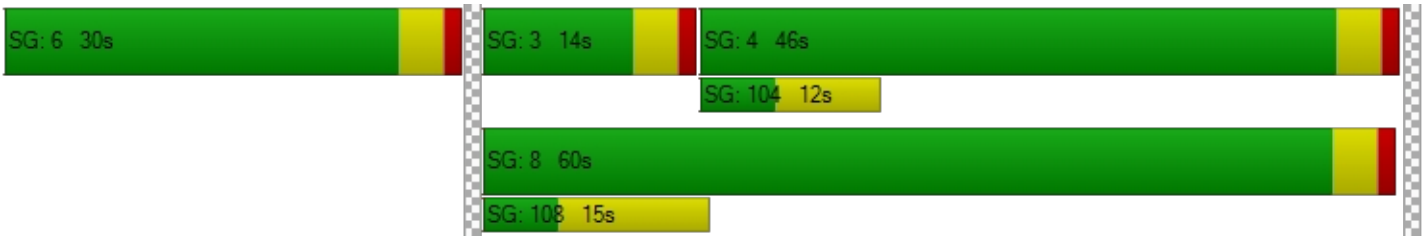
Vehicle Miles Traveled [mph]	27.64	105.16		15.08	100.33	67.55	30.72
Stops [stops/h]	95.37	420.10		207.11	574.62	759.99	438.06
Fuel consumption [US gal/h]	2.62	11.12		4.94	12.62	15.28	8.84
CO [g/h]	182.97	777.27		345.18	881.81	1068.14	617.72
NOx [g/h]	35.60	151.23		67.16	171.57	207.82	120.19
VOC [g/h]	42.40	180.14		80.00	204.37	247.55	143.16

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.611	2.165	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	0	1244	933
d_b, Bicycle Delay [s]	22.76	45.00	6.42	12.80
l_b,int, Bicycle LOS Score for Intersection	3.121	4.132	2.709	2.638
Bicycle LOS	C	D	B	B

Sequence

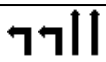
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	30.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	232	0	62	0	97	95	228	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	41	0	0	47	0	0	0
Total Hourly Volume [veh/h]	0	0	0	821	1	121	0	426	141	816	468	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8912	0.8912	0.8912	1.0000	0.7591	0.7591	0.8880	0.8880	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	230	0	34	0	140	46	230	132	0
Total Analysis Volume [veh/h]	0	0	0	921	1	136	0	561	186	919	527	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	36	0	0	29	0	33	66	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	35	0	0	22	0	23	45	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		23	23	23	20	20	25	49
g / C, Green / Cycle		0.29	0.29	0.29	0.25	0.25	0.31	0.61
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.08	0.20	0.21	0.26	0.15
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1747	3514	3618
c, Capacity [veh/h]		530	530	473	477	438	1077	2197
d1, Uniform Delay [s]		26.86	26.85	21.85	27.94	28.56	26.05	7.22
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		17.56	17.55	1.53	2.87	4.79	2.04	0.06
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.87	0.87	0.29	0.78	0.85	0.85	0.24
d, Delay for Lane Group [s/veh]		44.42	44.41	23.39	30.81	33.34	28.09	7.27
Lane Group LOS		D	D	C	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		10.26	10.26	2.04	6.56	6.90	7.80	1.67
50th-Percentile Queue Length [ft/ln]		256.47	256.43	51.09	164.12	172.57	195.12	41.77
95th-Percentile Queue Length [veh/ln]		15.51	15.51	3.68	10.77	11.21	12.39	3.01
95th-Percentile Queue Length [ft/ln]		387.79	387.74	91.96	269.17	280.29	309.66	75.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	44.41	44.41	23.39	0.00	31.66	33.34	28.09	7.27	0.00
Movement LOS				D	D	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			41.71			32.08			20.50		
Approach LOS	A			D			C			C		
d_I, Intersection Delay [s/veh]	30.06											
Intersection LOS	C											
Intersection V/C	0.730											

Emissions

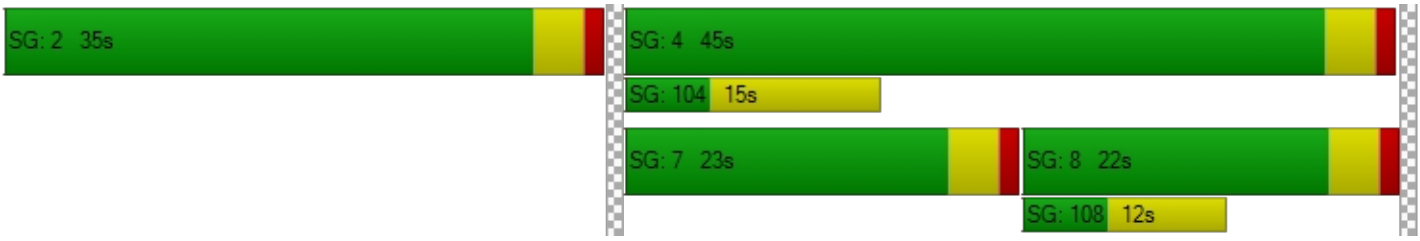
Vehicle Miles Traveled [mph]		39.86	39.86	11.76	98.99	98.99	76.14	43.66
Stops [stops/h]		461.64	461.57	91.96	295.41	310.63	702.42	150.36
Fuel consumption [US gal/h]		10.13	10.13	1.97	8.79	9.13	14.88	3.82
CO [g/h]		708.08	707.95	137.83	614.40	638.29	1040.14	267.11
NOx [g/h]		137.77	137.74	26.82	119.54	124.19	202.37	51.97
VOC [g/h]		164.10	164.07	31.94	142.39	147.93	241.06	61.90

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.273	2.470	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	775	450	1025
d_b, Bicycle Delay [s]	40.00	15.01	24.03	9.51
l_b,int, Bicycle LOS Score for Intersection	4.132	3.373	2.215	2.753
Bicycle LOS	D	C	B	C

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	25	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	505	11	39	486	29	38	19	52	6	16	29
Peak Hour Factor	0.7862	0.7862	0.7862	0.7814	0.7814	0.7814	0.7336	0.7336	0.7336	0.7685	0.7685	0.7685
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	161	3	12	155	9	13	6	18	2	5	9
Total Analysis Volume [veh/h]	59	642	14	50	622	37	52	26	71	8	21	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	531	574	577	531	574	581	510	504
Degree of Utilization, x	0.11	0.57	0.57	0.09	0.57	0.57	0.29	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.37	3.58	3.55	0.31	3.62	3.54	1.20	0.46
95th-Percentile Queue Length [ft]	9.31	89.48	88.67	7.76	90.55	88.40	30.12	11.40
Approach Delay [s/veh]	16.36			16.44			12.93	11.23
Approach LOS	C			C			B	B
Intersection Delay [s/veh]	15.88							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	724	68	88	781	53	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	388	0	0	362	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	21	0	0	0	19
Total Hourly Volume [veh/h]	1264	61	106	1307	64	58
Peak Hour Factor	0.8868	0.8868	0.9123	0.9123	0.7565	0.7565
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	356	17	29	358	21	19
Total Analysis Volume [veh/h]	1425	69	116	1433	85	77
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	21	40	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	25	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	6	57	5	5
g / C, Green / Cycle	0.67	0.67	0.08	0.81	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.39	0.40	0.06	0.40	0.05	0.05
s, saturation flow rate [veh/h]	1900	1870	1810	3618	1810	1615
c, Capacity [veh/h]	1266	1245	154	2924	140	125
d1, Uniform Delay [s]	6.43	6.49	31.31	2.13	31.27	31.29
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.03	2.14	7.26	0.59	4.20	4.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.60	0.75	0.49	0.61	0.62
d, Delay for Lane Group [s/veh]	8.45	8.64	38.56	2.72	35.47	36.16
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.28	4.35	2.07	0.41	1.53	1.41
50th-Percentile Queue Length [ft/ln]	107.06	108.73	51.87	10.34	38.19	35.15
95th-Percentile Queue Length [veh/ln]	7.68	7.77	3.73	0.74	2.75	2.53
95th-Percentile Queue Length [ft/ln]	191.91	194.23	93.37	18.62	68.74	63.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.54	8.64	38.56	2.72	35.47	36.16
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	8.54		5.40		35.80	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	8.40					
Intersection LOS	A					
Intersection V/C	0.511					

Emissions

Vehicle Miles Traveled [mph]	324.34	324.34	43.67	539.49	42.67	38.65
Stops [stops/h]	220.25	223.66	106.70	42.55	78.57	72.30
Fuel consumption [US gal/h]	15.14	15.21	3.73	19.81	2.83	2.58
CO [g/h]	1058.34	1063.27	261.00	1384.98	198.07	180.49
NOx [g/h]	205.92	206.87	50.78	269.47	38.54	35.12
VOC [g/h]	245.28	246.42	60.49	320.98	45.90	41.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.187	2.061
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	429	1143	629
d_b, Bicycle Delay [s]	21.61	6.43	16.46
l_b,int, Bicycle LOS Score for Intersection	2.809	2.838	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	66	519	5	69	513	196	110	58	79	3	82	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	372	0	24	339	0	0	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	59	0	0	24	0	0	34
Total Hourly Volume [veh/h]	80	1000	4	107	960	178	133	70	72	4	99	103
Peak Hour Factor	0.8932	0.8932	0.8932	0.8568	0.8568	0.8568	0.8129	0.8129	0.8129	0.7283	0.7283	0.7283
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	280	1	31	280	52	41	22	22	1	34	35
Total Analysis Volume [veh/h]	90	1120	4	125	1120	208	164	86	89	5	136	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	19	0	10	22	0	9	26	0	9	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	24	0	11	26	0	15	30	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	38	38	7	40	40	9	18	18	1	10	10
g / C, Green / Cycle	0.06	0.48	0.48	0.09	0.50	0.50	0.11	0.23	0.23	0.01	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.31	0.00	0.07	0.31	0.13	0.09	0.05	0.06	0.00	0.07	0.09
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	113	1719	768	157	1808	807	202	437	372	14	240	204
d1, Uniform Delay [s]	37.00	15.95	11.04	35.82	14.50	11.49	34.73	24.83	25.09	39.50	32.89	33.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.15	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.87	1.93	0.01	8.71	1.61	0.77	10.58	0.22	0.33	15.36	2.10	4.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.65	0.01	0.79	0.62	0.26	0.81	0.20	0.24	0.36	0.57	0.69
d, Delay for Lane Group [s/veh]	48.86	17.89	11.05	44.53	16.10	12.26	45.31	25.05	25.42	54.86	34.99	37.60
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.01	7.01	0.04	2.63	6.51	1.97	3.51	1.25	1.31	0.15	2.46	2.69
50th-Percentile Queue Length [ft/ln]	50.21	175.32	0.88	65.66	162.83	49.29	87.78	31.17	32.76	3.78	61.61	67.16
95th-Percentile Queue Length [veh/ln]	3.61	11.36	0.06	4.73	10.70	3.55	6.32	2.24	2.36	0.27	4.44	4.84
95th-Percentile Queue Length [ft/ln]	90.37	283.90	1.58	118.20	267.47	88.72	158.00	56.11	58.96	6.81	110.89	120.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.86	17.89	11.05	44.53	16.10	12.26	45.31	25.05	25.42	54.86	34.99	37.60
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	D
d_A, Approach Delay [s/veh]	20.16			18.00			34.95			36.65		
Approach LOS	C			B			C			D		
d_I, Intersection Delay [s/veh]	22.14											
Intersection LOS	C											
Intersection V/C	0.557											

Emissions

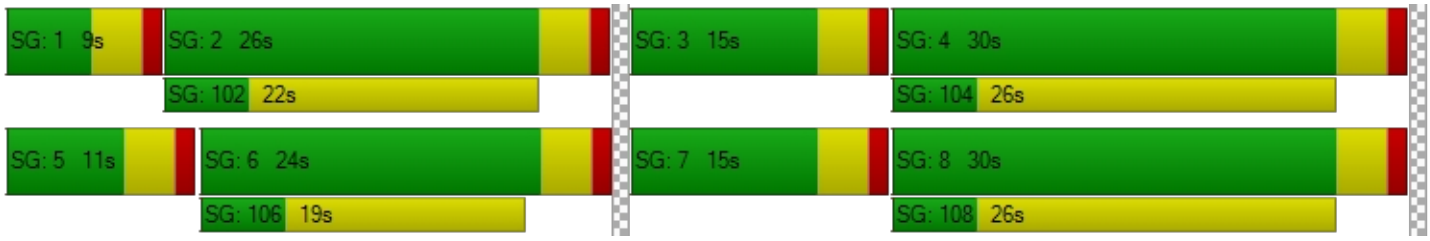
Vehicle Miles Traveled [mph]	26.03	323.90	1.16	24.00	215.07	39.94	18.48	9.69	10.03	0.63	17.17	17.80
Stops [stops/h]	90.37	631.16	1.58	118.20	586.20	88.72	158.00	56.11	58.96	6.81	110.89	120.88
Fuel consumption [US gal/h]	2.91	23.03	0.07	3.43	18.33	2.99	4.11	1.47	1.54	0.16	2.94	3.19
CO [g/h]	203.46	1609.56	4.77	239.41	1281.36	209.09	287.30	102.63	107.46	11.33	205.19	223.12
NOx [g/h]	39.59	313.16	0.93	46.58	249.31	40.68	55.90	19.97	20.91	2.21	39.92	43.41
VOC [g/h]	47.15	373.03	1.11	55.49	296.97	48.46	66.58	23.79	24.90	2.63	47.56	51.71

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.050	3.257	2.580	2.370
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	550	650	650
d_b, Bicycle Delay [s]	22.50	21.03	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	2.563	2.807	2.159	1.820
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	42.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	78	120	63	70	212	142	98	1376	115	114	969	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	29	0	0	2	5	302	0	20	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	26	0	0	44	0	0	35	0	0	12
Total Hourly Volume [veh/h]	94	145	79	85	257	130	124	1967	104	158	1419	36
Peak Hour Factor	0.7647	0.7647	0.7647	0.8573	0.8573	0.8573	0.9297	0.9297	0.9297	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	47	26	25	75	38	33	529	28	41	370	9
Total Analysis Volume [veh/h]	123	190	103	99	300	152	133	2116	112	165	1480	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	35	0	7	32	0	21	50	0	12	41	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	12	36	0	25	52	0	17	44	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	35	35	8	33	33	11	48	48	13	50	50
g / C, Green / Cycle	0.08	0.29	0.29	0.07	0.28	0.28	0.09	0.40	0.40	0.11	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.07	0.08	0.08	0.05	0.08	0.09	0.07	0.41	0.07	0.09	0.29	0.02
s, saturation flow rate [veh/h]	1810	1900	1682	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	149	555	491	121	999	446	163	2081	649	192	2164	675
d1, Uniform Delay [s]	54.20	32.72	32.83	55.29	34.29	34.71	53.62	35.87	23.05	52.76	28.46	20.81
k, delay calibration	0.21	0.50	0.50	0.23	0.50	0.50	0.11	0.11	0.11	0.29	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.97	1.23	1.46	24.23	0.77	2.07	9.49	13.74	0.12	24.04	0.39	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.28	0.29	0.82	0.30	0.34	0.82	1.02	0.17	0.86	0.68	0.06
d, Delay for Lane Group [s/veh]	73.17	33.94	34.29	79.52	35.06	36.79	63.11	49.61	23.17	76.80	28.84	20.84
Lane Group LOS	E	C	C	E	D	D	E	F	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.35	3.51	3.27	3.70	3.47	3.71	4.21	21.10	1.94	5.96	10.69	0.60
50th-Percentile Queue Length [ft/ln]	108.81	87.87	81.73	92.42	86.78	92.70	105.22	527.58	48.42	149.03	267.24	15.10
95th-Percentile Queue Length [veh/ln]	7.77	6.33	5.88	6.65	6.25	6.67	7.57	28.98	3.49	9.97	16.05	1.09
95th-Percentile Queue Length [ft/ln]	194.35	158.17	147.12	166.36	156.20	166.86	189.33	724.59	87.15	249.13	401.29	27.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.17	34.01	34.29	79.52	35.06	36.79	63.11	49.61	23.17	76.80	28.84	20.84
Movement LOS	E	C	C	E	D	D	E	F	C	E	C	C
d_A, Approach Delay [s/veh]	45.66			43.53			49.12			33.37		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	42.92											
Intersection LOS	D											
Intersection V/C	0.662											

Emissions

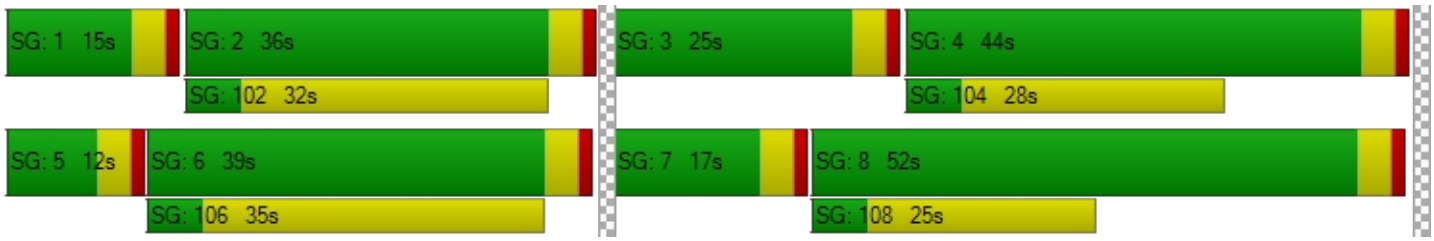
Vehicle Miles Traveled [mph]	71.43	88.62	81.53	17.33	52.53	26.61	15.08	239.97	12.70	41.24	369.88	9.50
Stops [stops/h]	130.58	105.45	98.08	110.91	208.27	111.24	126.26	1899.28	58.10	178.84	962.06	18.12
Fuel consumption [US gal/h]	5.90	5.40	4.99	3.58	6.53	3.43	4.56	64.67	2.03	7.28	38.93	0.82
CO [g/h]	412.63	377.67	349.05	249.90	456.48	239.98	318.58	4520.16	142.05	508.85	2721.20	57.00
NOx [g/h]	80.28	73.48	67.91	48.62	88.81	46.69	61.98	879.46	27.64	99.00	529.45	11.09
VOC [g/h]	95.63	87.53	80.90	57.92	105.79	55.62	73.83	1047.59	32.92	117.93	630.66	13.21

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.660	2.767	3.747	3.660
Crosswalk LOS	B	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	800	667
d_b, Bicycle Delay [s]	30.10	32.27	21.60	26.67
l_b,int, Bicycle LOS Score for Intersection	1.924	2.050	2.877	2.492
Bicycle LOS	A	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.236

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	57	149	13	10	307	26	13	24	54	18	23	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	8	0	0	16	0	0	6
Total Hourly Volume [veh/h]	69	209	12	12	391	23	16	29	49	22	28	16
Peak Hour Factor	0.7432	0.7432	0.7432	0.8693	0.8693	0.8693	0.7109	0.7109	0.7109	0.7770	0.7770	0.7770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	70	4	3	112	7	6	10	17	7	9	5
Total Analysis Volume [veh/h]	93	281	16	14	450	26	23	41	69	28	36	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	23	0	7	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	2	9	9	2	10	10
g / C, Green / Cycle	0.07	0.64	0.64	0.02	0.59	0.59	0.03	0.11	0.11	0.03	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.08	0.08	0.01	0.13	0.13	0.01	0.02	0.04	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1864	1810	1900	1864	1810	1900	1615	1810	1900	1679
c, Capacity [veh/h]	122	1212	1189	31	1117	1096	46	219	186	53	227	201
d1, Uniform Delay [s]	36.69	5.70	5.70	38.92	7.77	7.78	38.49	31.99	32.70	38.27	31.48	31.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.54	0.21	0.21	9.58	0.44	0.45	8.27	0.41	1.22	7.75	0.25	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.12	0.12	0.45	0.21	0.22	0.50	0.19	0.37	0.52	0.13	0.14
d, Delay for Lane Group [s/veh]	46.23	5.91	5.92	48.51	8.21	8.23	46.76	32.40	33.92	46.02	31.73	31.85
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	0.79	0.79	0.34	1.66	1.64	0.54	0.72	1.26	0.64	0.50	0.49
50th-Percentile Queue Length [ft/ln]	50.13	19.83	19.64	8.54	41.60	41.09	13.43	17.97	31.42	16.00	12.44	12.25
95th-Percentile Queue Length [veh/ln]	3.61	1.43	1.41	0.61	3.00	2.96	0.97	1.29	2.26	1.15	0.90	0.88
95th-Percentile Queue Length [ft/ln]	90.24	35.69	35.34	15.37	74.88	73.97	24.18	32.35	56.56	28.80	22.39	22.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.23	5.91	5.92	48.51	8.22	8.23	46.76	32.40	33.92	46.02	31.75	31.85
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	15.52			9.37			35.67			36.47		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	16.84											
Intersection LOS	B											
Intersection V/C	0.236											

Emissions

Vehicle Miles Traveled [mph]	46.22	74.25	73.35	8.13	139.22	137.21	1.01	1.81	3.04	14.04	14.45	14.14
Stops [stops/h]	90.24	35.69	35.34	15.37	74.88	73.97	24.18	32.35	56.56	28.80	22.39	22.04
Fuel consumption [US gal/h]	3.58	3.17	3.13	0.61	6.10	6.02	0.44	0.58	1.02	1.01	0.91	0.89
CO [g/h]	250.32	221.48	218.89	42.50	426.66	420.71	30.71	40.71	71.12	70.88	63.27	62.03
NOx [g/h]	48.70	43.09	42.59	8.27	83.01	81.85	5.97	7.92	13.84	13.79	12.31	12.07
VOC [g/h]	58.01	51.33	50.73	9.85	98.88	97.50	7.12	9.44	16.48	16.43	14.66	14.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.581	2.549	2.389	2.342
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	550	625
d_b, Bicycle Delay [s]	18.23	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.885	1.970	1.683	1.635
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	29.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	8	80	63	52	242	19	12	111	25	79	48	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	10	0	20	0	0	0	0	213	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	22	0	0	6	0	0	8	0	0	9
Total Hourly Volume [veh/h]	10	126	64	63	313	17	15	134	22	309	58	25
Peak Hour Factor	0.9406	0.9406	0.9406	0.8054	0.8054	0.8054	0.9545	0.9545	0.9545	0.8708	0.8708	0.8708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	33	17	20	97	5	4	35	6	89	17	7
Total Analysis Volume [veh/h]	11	134	68	78	389	21	16	140	23	355	67	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	26	0	6	26	0	26	22	0	30	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	20	26	0	24	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	40	40	5	44	44	2	10	10	19	28	28
g / C, Green / Cycle	0.01	0.44	0.44	0.06	0.48	0.48	0.02	0.11	0.11	0.21	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.05	0.06	0.04	0.11	0.01	0.01	0.04	0.01	0.20	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1694	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	25	839	748	101	1749	781	35	399	178	389	1105	493
d1, Uniform Delay [s]	44.04	14.84	14.90	41.94	13.46	12.17	43.64	37.06	36.14	34.52	22.12	22.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.78	0.30	0.37	11.89	0.29	0.06	8.75	0.53	0.32	11.27	0.02	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.12	0.13	0.77	0.22	0.03	0.45	0.35	0.13	0.91	0.06	0.06
d, Delay for Lane Group [s/veh]	55.81	15.14	15.27	53.83	13.75	12.23	52.40	37.58	36.46	45.79	22.14	22.15
Lane Group LOS	E	B	B	D	B	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.32	1.28	1.23	1.97	2.11	0.21	0.42	1.39	0.45	8.31	0.47	0.41
50th-Percentile Queue Length [ft/ln]	8.06	31.98	30.87	49.16	52.63	5.31	10.61	34.76	11.30	207.80	11.86	10.35
95th-Percentile Queue Length [veh/ln]	0.58	2.30	2.22	3.54	3.79	0.38	0.76	2.50	0.81	13.04	0.85	0.75
95th-Percentile Queue Length [ft/ln]	14.51	57.56	55.57	88.50	94.73	9.56	19.10	62.56	20.35	326.01	21.35	18.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.81	15.17	15.27	53.83	13.75	12.23	52.40	37.58	36.46	45.79	22.14	22.15
Movement LOS	E	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	17.30			20.09			38.76			40.76		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	29.16											
Intersection LOS	C											
Intersection V/C	0.348											

Emissions

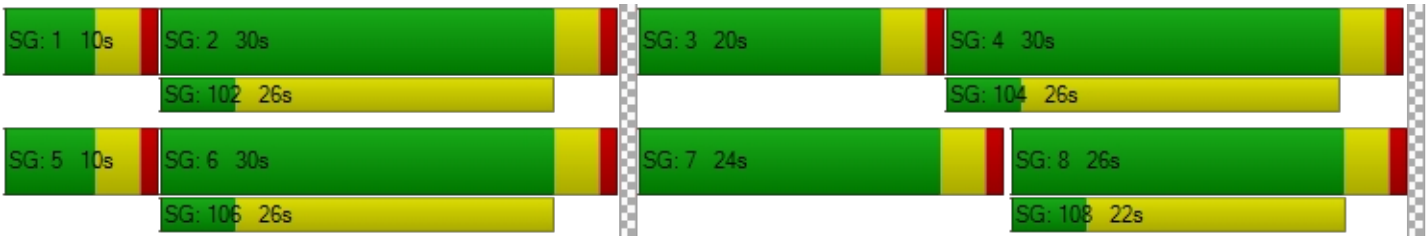
Vehicle Miles Traveled [mph]	5.52	51.89	49.54	38.76	193.32	10.44	2.67	23.37	3.84	152.81	28.84	12.48
Stops [stops/h]	12.90	51.17	49.40	78.66	168.41	8.49	16.98	111.22	18.08	332.49	37.95	16.57
Fuel consumption [US gal/h]	0.42	2.74	2.62	3.16	9.81	0.52	0.47	3.25	0.53	12.68	1.76	0.76
CO [g/h]	29.61	191.35	183.07	220.97	685.66	36.04	33.08	227.48	36.84	886.32	123.18	53.45
NOx [g/h]	5.76	37.23	35.62	42.99	133.40	7.01	6.44	44.26	7.17	172.45	23.97	10.40
VOC [g/h]	6.86	44.35	42.43	51.21	158.91	8.35	7.67	52.72	8.54	205.41	28.55	12.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.530	2.629	2.537	2.654
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	1.753	1.967	1.714	1.939
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	63.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	369	0	2	335	2	2	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	51	0	0	11	0	0	15
Total Hourly Volume [veh/h]	63	691	44	113	763	153	288	835	33	88	557	46
Peak Hour Factor	0.8368	0.8368	0.8368	0.8264	0.8264	0.8264	0.8504	0.8504	0.8504	0.8966	0.8966	0.8966
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	206	13	34	231	46	85	245	10	25	155	13
Total Analysis Volume [veh/h]	75	826	53	137	923	185	339	982	39	98	621	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	17	48	0	19	35	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	44	0	16	51	0	24	39	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	42	42	10	47	47	20	35	35	7	22	22
g / C, Green / Cycle	0.05	0.39	0.39	0.09	0.43	0.43	0.18	0.31	0.31	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.23	0.23	0.08	0.49	0.11	0.19	0.27	0.27	0.05	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1860	1810	1900	1615	1810	1900	1875	1810	1900	1850
c, Capacity [veh/h]	82	731	716	167	820	697	329	596	588	115	372	362
d1, Uniform Delay [s]	52.28	27.17	27.17	49.02	31.26	20.06	45.00	35.49	35.52	50.98	43.36	43.37
k, delay calibration	0.23	0.50	0.50	0.11	0.50	0.50	0.45	0.35	0.35	0.23	0.36	0.36
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	46.98	3.73	3.81	9.47	71.85	0.93	55.12	11.01	11.31	29.23	23.42	24.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.61	0.61	0.82	1.13	0.27	1.03	0.86	0.86	0.85	0.92	0.92
d, Delay for Lane Group [s/veh]	99.26	30.90	30.98	58.49	103.11	20.99	100.12	46.51	46.83	80.21	66.77	67.43
Lane Group LOS	F	C	C	E	F	C	F	D	D	F	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	9.58	9.39	4.02	36.28	3.06	13.84	14.39	14.28	3.58	11.32	11.10
50th-Percentile Queue Length [ft/ln]	76.91	239.49	234.84	100.60	907.11	76.57	346.00	359.71	357.01	89.43	282.95	277.40
95th-Percentile Queue Length [veh/ln]	5.54	14.66	14.42	7.24	50.28	5.51	20.26	20.61	20.48	6.44	16.84	16.56
95th-Percentile Queue Length [ft/ln]	138.44	366.39	360.50	181.07	1257.06	137.83	506.38	515.23	511.95	160.97	420.88	413.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.26	30.94	30.98	58.49	103.11	20.99	100.12	46.66	46.83	80.21	67.07	67.43
Movement LOS	F	C	C	E	F	C	F	D	D	F	E	E
d_A, Approach Delay [s/veh]	36.31			86.00			59.99			68.76		
Approach LOS	D			F			E			E		
d_I, Intersection Delay [s/veh]	63.81											
Intersection LOS	E											
Intersection V/C	0.894											

Emissions

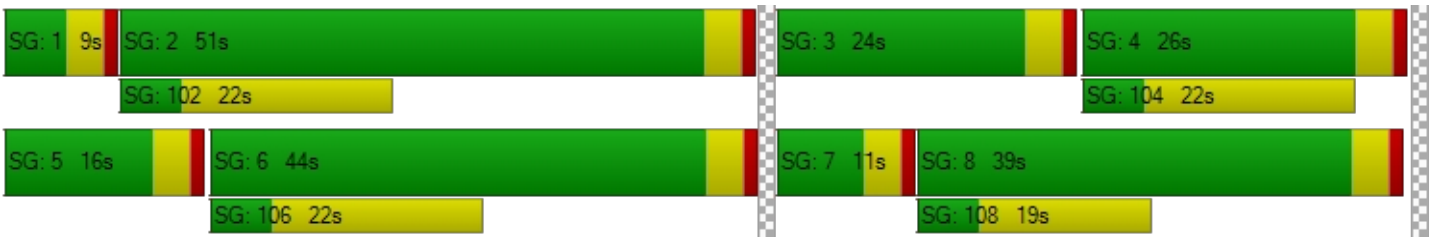
Vehicle Miles Traveled [mph]	5.37	31.82	31.15	39.62	266.93	53.50	31.42	47.59	47.05	11.62	40.36	39.34
Stops [stops/h]	100.68	313.52	307.43	131.69	1187.49	100.24	452.94	470.89	467.36	117.07	370.41	363.14
Fuel consumption [US gal/h]	2.95	7.78	7.63	4.63	43.28	3.87	11.51	10.21	10.15	2.92	8.95	8.78
CO [g/h]	206.26	543.96	533.44	323.35	3025.19	270.55	804.58	713.94	709.17	204.31	625.44	613.83
NOx [g/h]	40.13	105.83	103.79	62.91	588.59	52.64	156.54	138.91	137.98	39.75	121.69	119.43
VOC [g/h]	47.80	126.07	123.63	74.94	701.12	62.70	186.47	165.46	164.36	47.35	144.95	142.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.909	3.123	2.851	2.781
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	727	855	636	400
d_b, Bicycle Delay [s]	22.27	18.04	25.57	35.20
l_b,int, Bicycle LOS Score for Intersection	2.359	3.698	2.691	2.207
Bicycle LOS	B	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	0.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	90	81	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	112	108	108	0	0	0
g / C, Green / Cycle	0.00	0.93	0.90	0.90	0.00	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.12	0.09	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1900	1615
c, Capacity [veh/h]	0	3373	4653	1452	2	2	1
d1, Uniform Delay [s]	0.00	0.31	0.67	0.00	0.00	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.08	0.04	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.13	0.10	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.39	0.71	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.04	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.95	0.46	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.07	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.71	0.82	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.39	0.71	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	0.39		0.71		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	A					
Intersection V/C	0.123					

Emissions

Vehicle Miles Traveled [mph]	0.00	68.53	29.64	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	2.28	1.65	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	2.41	1.10	0.00	0.00	0.00	0.00
CO [g/h]	0.00	168.67	77.13	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	32.82	15.01	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	39.09	17.88	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.689	2.689	2.315
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	1283	433
d_b, Bicycle Delay [s]	4.82	7.70	36.82
l_b,int, Bicycle LOS Score for Intersection	1.927	1.813	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	838	800	800	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00
Approach Delay [s/veh]	0.00	0.00		0.00	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	0.00				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.176

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	108	3	83	201	54	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	4	98	237	64	73
Peak Hour Factor	0.7370	0.7370	0.7820	0.7820	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	1	31	76	18	21
Total Analysis Volume [veh/h]	172	5	125	303	73	83
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.18	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	7.80	0.00	15.55	9.09
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.29	0.00	0.63	0.28
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.28	0.00	15.82	7.06
d_A, Approach Delay [s/veh]	0.00		2.28		12.12	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.76					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.44
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.44
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	445	461	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.04	0.00	0.00	0.00	0.00	10.44
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	43.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	95	26	27	490	394	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	0	22	6	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	31	54	584	465	61
Peak Hour Factor	1.0000	1.0000	0.9141	0.9141	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	8	15	160	140	18
Total Analysis Volume [veh/h]	127	31	59	639	562	74
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.59	0.05	0.06	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	43.57	32.19	9.01	0.00	0.00	0.00
Movement LOS	E	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.86	3.86	0.20	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	96.61	96.61	4.92	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	41.34		0.76		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	4.73					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.429

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	75	57	50	326	420	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	8	0	22	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	75	59	407	496	101
Peak Hour Factor	1.0000	1.0000	0.9141	0.9141	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	19	16	111	150	31
Total Analysis Volume [veh/h]	95	75	65	445	599	122
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.43	0.12	0.07	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	34.34	23.68	9.36	0.00	0.00	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.07	3.07	0.24	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	76.84	76.84	5.89	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.63		1.19		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.03					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	22	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	22	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	6	0	0	0
Total Analysis Volume [veh/h]	0	0	22	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.61	8.35	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	22	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	22	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	6	0	0	0
Total Analysis Volume [veh/h]	0	0	22	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.35	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.35		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	52	52	0
g / C, Green / Cycle	0.87	0.87	0.87	0.87	0.87	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1440	1900	1900	1440	3618	1615
c, Capacity [veh/h]	1299	1640	1640	1299	3123	5
d1, Uniform Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A		A
d_A, Approach Delay [s/veh]	0.00			0.00		0.00	
Approach LOS	A			A		A	
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						
Intersection V/C	0.000						

Emissions

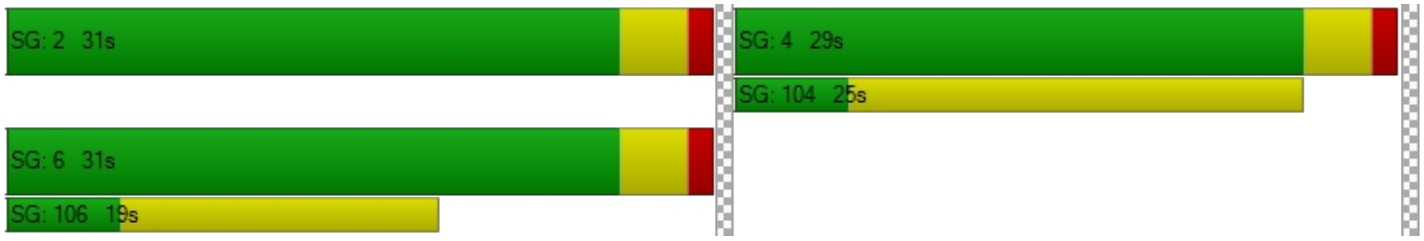
Vehicle Miles Traveled [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	0.00	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00	0.00	0.00	0.00	0.00
CO [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	0.00	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.281	2.281	1.921
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	0.00	0.00	7.20	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		0.00		3.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.112

Intersection Setup

Name	Barrett Ave		Barrett Ave			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave			
Base Volume Input [veh/h]	0	94	0	0	91	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.1800	1.0000	1.0000	1.1800	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	111	0	0	107	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	28	0	0	27	0
Total Analysis Volume [veh/h]	0	111	0	0	107	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.41	0.00	9.23	9.01
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.38	0.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	9.40	9.40
d_A, Approach Delay [s/veh]	0.00		3.71		9.23	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.53					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.20	0.00	0.00	8.50	0.00	8.30	8.50	0.00	8.30
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.40			2.40			8.40			8.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.40											
Intersection LOS												

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

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Harvest Landing

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Report File: C:\...\OY II PP AM.pdf

Scenario 7 Opening Year II PP AM
2/20/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	1.015	92.3	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Left	0.867	76.7	E
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.750	37.8	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Left	0.772	20.1	C
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	1.016	104.3	F
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.598	13.1	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	WB Left	0.654	36.9	D
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	SB Left	0.651	31.7	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	SB Left	0.677	31.0	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.763	23.9	C
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	0.836	52.7	D
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	EB Thru	1.423	138.6	F
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.769	56.9	E
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	1.131	76.2	E
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.621	14.2	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	EB Thru	0.638	22.1	C
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.368	43.0	D
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.789	60.3	E
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	100.707	10,000.0	F
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	1.162	55.0	F
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	1.002	87.4	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	NB Thru	0.511	14.9	B
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.496	14.9	B
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	WB Thru	0.809	57.9	E
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.703	27.5	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.976	84.7	F
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	1.221	40.5	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.652	21.6	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.698	29.4	C
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.961	37.4	E
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.826	23.8	C
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.787	40.5	D
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.635	37.3	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.265	19.7	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.269	21.6	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	EB Left	1.020	93.2	F
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	NB Left	0.238	10.3	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.195	8.4	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.498	27.7	D
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.009	8.5	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.114	12.7	B
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.078	12.1	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.011	8.6	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.073	11.4	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.126	11.9	B
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	1.264	365.9	F
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Right	0.040	12.2	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.027	13.2	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.017	8.9	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.083	3.2	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.005	8.9	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.020	19.9	C
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	9.1	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.034	9.1	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.013	10.3	B
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.7	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.003	8.9	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.084	10.6	B
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.035	10.9	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.008	8.9	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.004	9.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	92.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.015

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	787	12	0	1105	0	0	0	13	20	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	94	0	0	12	0	0	26	0	0	35
Total Hourly Volume [veh/h]	292	1652	280	206	1734	36	30	323	77	376	612	103
Peak Hour Factor	0.8987	0.8987	0.8987	0.7510	0.7510	0.7510	0.7777	0.7777	0.7777	0.7871	0.7871	0.7871
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	460	78	69	577	12	10	104	25	119	194	33
Total Analysis Volume [veh/h]	325	1838	312	274	2309	48	39	415	99	478	778	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	22	0	13	25	0	5	35	0	14	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18	28	0	19	29	0	9	39	0	24	54	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	41	41	15	42	42	3	18	18	20	35	35
g / C, Green / Cycle	0.13	0.37	0.37	0.14	0.38	0.38	0.03	0.17	0.17	0.18	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.18	0.36	0.19	0.15	0.43	0.43	0.02	0.14	0.14	0.26	0.24	0.25
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1880	1810	1900	1776	1810	1900	1806
c, Capacity [veh/h]	230	1918	599	247	1374	714	58	315	294	329	600	570
d1, Uniform Delay [s]	48.00	33.78	27.00	47.50	34.11	34.11	52.69	44.46	44.55	45.00	34.08	34.18
k, delay calibration	0.50	0.50	0.50	0.48	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	208.80	12.78	3.22	89.24	66.79	76.96	12.95	5.94	6.77	220.05	2.21	2.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.41	0.96	0.52	1.11	1.13	1.13	0.68	0.84	0.85	1.45	0.77	0.78
d, Delay for Lane Group [s/veh]	256.80	46.57	30.22	136.74	100.90	111.08	65.63	50.41	51.32	265.05	36.29	36.66
Lane Group LOS	F	D	C	F	F	F	E	D	D	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.45	17.14	6.59	12.64	29.77	32.96	1.24	7.25	6.93	28.73	11.02	10.64
50th-Percentile Queue Length [ft/ln]	486.35	428.49	164.71	315.95	744.20	824.08	31.11	181.26	173.36	718.23	275.56	266.09
95th-Percentile Queue Length [veh/ln]	30.42	23.93	10.80	19.34	41.98	46.18	2.24	11.67	11.25	44.11	16.47	15.99
95th-Percentile Queue Length [ft/ln]	760.49	598.22	269.94	483.62	1049.49	1154.54	56.00	291.66	281.32	1102.71	411.68	399.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	256.80	46.57	30.22	136.74	104.26	111.08	65.63	50.74	51.32	265.05	36.44	36.66
Movement LOS	F	D	C	F	F	F	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	72.11			107.77			51.89			115.24		
Approach LOS	E			F			D			F		
d_I, Intersection Delay [s/veh]	92.33											
Intersection LOS	F											
Intersection V/C	1.015											

Emissions

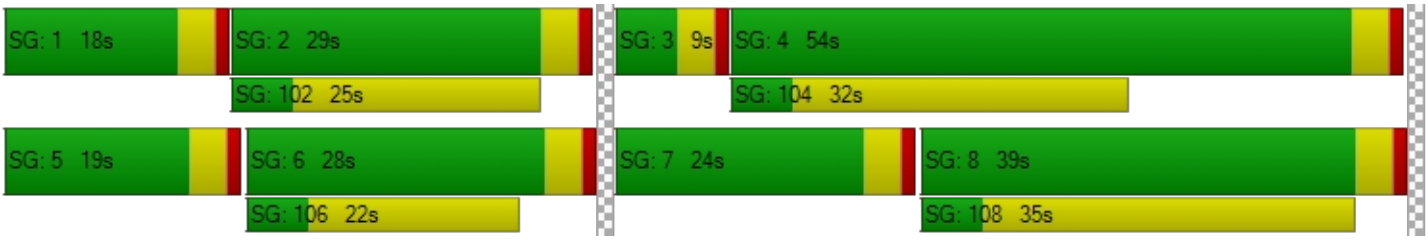
Vehicle Miles Traveled [mph]	162.84	920.92	156.33	17.07	96.40	50.44	2.72	18.44	17.45	31.44	30.51	29.27
Stops [stops/h]	636.68	1682.78	215.62	413.60	1948.45	1078.79	40.73	237.29	226.94	940.23	360.73	348.33
Fuel consumption [US gal/h]	30.48	69.91	9.96	13.35	59.30	33.44	1.12	6.29	6.03	38.54	8.96	8.65
CO [g/h]	2130.47	4886.40	696.09	933.23	4144.98	2337.54	78.33	439.77	421.45	2694.26	626.08	604.96
NOx [g/h]	414.51	950.72	135.43	181.57	806.46	454.80	15.24	85.56	82.00	524.21	121.81	117.70
VOC [g/h]	493.76	1132.47	161.32	216.28	960.64	541.75	18.15	101.92	97.67	624.42	145.10	140.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.872	3.601	2.858	3.097
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	436	455	636	909
d_b, Bicycle Delay [s]	33.62	32.84	25.57	16.36
l_b,int, Bicycle LOS Score for Intersection	2.973	3.013	2.037	2.733
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	76.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	803	9	0	1137	0	0	0	18	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	50	0	0	2	0	0	29	0	0	57
Total Hourly Volume [veh/h]	110	1989	151	121	2040	6	23	179	87	271	166	169
Peak Hour Factor	0.8910	0.8910	0.8910	0.7568	0.7568	0.7568	0.7348	0.7348	0.7348	0.8323	0.8323	0.8323
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	558	42	40	674	2	8	61	30	81	50	51
Total Analysis Volume [veh/h]	123	2232	169	160	2696	8	31	244	118	326	199	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	27	0	9	29	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	33	0	11	35	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	48	48	7	50	50	17	17	17	23	23	23
g / C, Green / Cycle	0.05	0.43	0.43	0.06	0.45	0.45	0.15	0.15	0.15	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.02	0.13	0.07	0.18	0.10	0.13
s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1897	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	82	1571	796	115	1637	859	274	288	245	371	389	331
d1, Uniform Delay [s]	52.50	31.11	31.11	51.50	30.11	30.11	40.27	45.41	42.70	42.42	38.84	39.78
k, delay calibration	0.37	0.50	0.50	0.41	0.50	0.50	0.11	0.11	0.11	0.22	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	263.93	24.55	38.90	212.85	48.37	56.18	0.18	6.79	1.47	12.51	1.04	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.50	1.01	1.03	1.39	1.08	1.08	0.11	0.85	0.48	0.88	0.51	0.61
d, Delay for Lane Group [s/veh]	316.43	55.66	70.01	264.35	78.47	86.29	40.45	52.20	44.17	54.93	39.88	41.62
Lane Group LOS	F	F	F	F	F	F	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.24	24.39	27.89	9.89	30.66	34.02	0.73	6.87	2.98	9.62	4.77	5.04
50th-Percentile Queue Length [ft/ln]	205.91	609.82	697.36	247.21	766.42	850.45	18.16	171.72	74.40	240.60	119.31	125.93
95th-Percentile Queue Length [veh/ln]	14.20	32.68	37.30	16.50	42.17	46.33	1.31	11.17	5.36	14.71	8.35	8.72
95th-Percentile Queue Length [ft/ln]	355.11	817.00	932.57	412.55	1054.34	1158.30	32.69	279.17	133.93	367.80	208.87	217.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	316.43	59.83	70.01	264.35	81.15	86.29	40.45	52.20	44.17	54.93	39.88	41.62
Movement LOS	F	E	E	F	F	F	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	73.02			91.40			48.86			47.11		
Approach LOS	E			F			D			D		
d_I, Intersection Delay [s/veh]	76.75											
Intersection LOS	E											
Intersection V/C	0.867											

Emissions

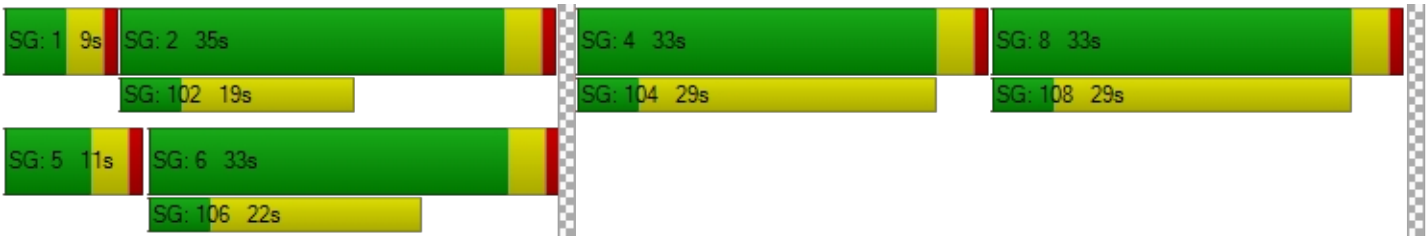
Vehicle Miles Traveled [mph]	202.35	2604.86	1345.14	80.17	888.32	466.50	2.59	20.38	9.86	38.76	23.66	24.14
Stops [stops/h]	269.55	1596.61	912.91	323.62	2006.63	1113.32	23.77	224.80	97.40	314.97	156.18	164.85
Fuel consumption [US gal/h]	18.21	127.07	69.11	15.38	83.71	46.18	0.58	5.53	2.37	8.13	4.00	4.20
CO [g/h]	1272.63	8882.38	4830.52	1074.85	5851.23	3228.02	40.64	386.55	165.69	568.05	279.39	293.82
NOx [g/h]	247.61	1728.19	939.84	209.13	1138.44	628.06	7.91	75.21	32.24	110.52	54.36	57.17
VOC [g/h]	294.94	2058.58	1119.52	249.11	1356.08	748.12	9.42	89.59	38.40	131.65	64.75	68.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.876	3.734	2.429	2.758
Crosswalk LOS	D	D	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	527	564	527	527
d_b, Bicycle Delay [s]	29.82	28.37	29.82	29.82
l_b,int, Bicycle LOS Score for Intersection	2.975	3.136	2.256	2.855
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	37.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	124	902	0	87	678	277	165	36	23	0	276	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	819	4	0	1168	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	84	0	0	10	0	0	71
Total Hourly Volume [veh/h]	154	1910	3	105	1988	251	200	44	31	13	334	212
Peak Hour Factor	0.8289	0.8289	0.8289	0.9148	0.9148	0.9148	0.9538	0.9538	0.9538	0.8413	0.8413	0.8413
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	576	1	29	543	69	52	12	8	4	99	63
Total Analysis Volume [veh/h]	186	2304	4	115	2173	274	210	46	33	15	397	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	40	0	5	39	0	13	44	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	11	42	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	5	52	52	7	24	24	2	19	19
g / C, Green / Cycle	0.06	0.53	0.53	0.05	0.52	0.52	0.07	0.24	0.24	0.02	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.45	0.00	0.03	0.42	0.17	0.12	0.01	0.02	0.00	0.08	0.16
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	211	2755	860	176	2703	843	127	869	388	62	972	303
d1, Uniform Delay [s]	46.65	19.72	10.97	46.65	19.67	13.75	46.50	29.23	29.47	48.47	35.73	39.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.32	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.37	3.20	0.01	4.09	2.65	1.02	317.59	0.03	0.09	2.01	0.28	5.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.84	0.00	0.65	0.80	0.32	1.66	0.05	0.09	0.24	0.41	0.83
d, Delay for Lane Group [s/veh]	58.02	22.92	10.98	50.74	22.33	14.77	364.09	29.26	29.56	50.48	36.00	44.94
Lane Group LOS	E	C	B	D	C	B	F	C	C	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.55	13.85	0.04	1.46	12.77	3.44	14.21	0.41	0.60	0.20	2.75	6.17
50th-Percentile Queue Length [ft/ln]	63.67	346.24	1.00	36.41	319.15	85.96	355.18	10.29	15.03	4.90	68.74	154.23
95th-Percentile Queue Length [veh/ln]	4.58	19.95	0.07	2.62	18.63	6.19	23.31	0.74	1.08	0.35	4.95	10.24
95th-Percentile Queue Length [ft/ln]	114.61	498.82	1.80	65.54	465.64	154.73	582.74	18.53	27.05	8.82	123.73	256.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.02	22.92	10.98	50.74	22.33	14.77	364.09	29.26	29.56	50.48	36.00	44.94
Movement LOS	E	C	B	D	C	B	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	25.52			22.79			272.60			39.72		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	37.81											
Intersection LOS	D											
Intersection V/C	0.750											

Emissions

Vehicle Miles Traveled [mph]	69.39	859.49	1.49	189.19	3574.91	450.77	31.42	6.88	4.94	1.82	48.22	30.61
Stops [stops/h]	183.38	1495.75	1.44	104.87	1378.72	123.78	511.47	29.65	21.64	14.11	296.95	222.10
Fuel consumption [US gal/h]	6.85	58.81	0.08	8.98	149.55	17.81	22.99	0.88	0.64	0.39	8.25	6.12
CO [g/h]	479.12	4110.52	5.45	627.44	10453.8	1245.20	1607.16	61.40	44.51	27.40	576.92	427.44
NOx [g/h]	93.22	799.76	1.06	122.08	2033.94	242.27	312.69	11.95	8.66	5.33	112.25	83.16
VOC [g/h]	111.04	952.65	1.26	145.41	2422.78	288.59	372.47	14.23	10.32	6.35	133.71	99.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.625	3.866	2.874	3.103
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	700	760	720
d_b, Bicycle Delay [s]	20.48	21.13	19.22	20.48
l_b,int, Bicycle LOS Score for Intersection	2.932	3.015	1.806	1.964
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	26	1079	39	34	696	43	20	20	22	11	32	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	826	4	0	1194	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	13	0	0	10	0	0	2
Total Hourly Volume [veh/h]	35	2132	38	41	2036	39	24	24	30	26	39	5
Peak Hour Factor	0.8408	0.8408	0.8408	0.9137	0.9137	0.9137	0.6630	0.6630	0.6630	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	634	11	11	557	11	9	9	11	8	12	2
Total Analysis Volume [veh/h]	42	2536	45	45	2228	43	36	36	45	33	49	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	25	0	5	25	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	31	42	0	27	38	0	18	33	0	18	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	87	87	4	88	88	4	9	9	3	9	9
g / C, Green / Cycle	0.03	0.73	0.73	0.03	0.73	0.73	0.03	0.08	0.08	0.03	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.70	0.03	0.02	0.41	0.41	0.02	0.02	0.03	0.02	0.01	0.01
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1882	1810	1900	1615	1810	1900	1829
c, Capacity [veh/h]	57	2633	1176	59	2637	1371	53	148	126	51	146	140
d1, Uniform Delay [s]	57.58	14.86	4.57	57.57	7.51	7.52	57.68	51.98	52.46	57.74	51.90	51.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.18	10.80	0.06	17.82	0.89	1.71	14.15	0.84	1.70	13.27	0.62	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.96	0.04	0.76	0.57	0.57	0.68	0.24	0.36	0.65	0.19	0.20
d, Delay for Lane Group [s/veh]	73.77	25.66	4.63	75.39	8.39	9.23	71.84	52.82	54.16	71.02	52.52	52.59
Lane Group LOS	E	C	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.49	27.24	0.27	1.62	7.26	7.90	1.28	1.05	1.34	1.17	0.80	0.80
50th-Percentile Queue Length [ft/ln]	37.33	681.01	6.85	40.42	181.40	197.57	32.07	26.21	33.46	29.28	20.00	19.90
95th-Percentile Queue Length [veh/ln]	2.69	35.80	0.49	2.91	11.67	12.51	2.31	1.89	2.41	2.11	1.44	1.43
95th-Percentile Queue Length [ft/ln]	67.19	895.00	12.33	72.76	291.84	312.83	57.72	47.17	60.23	52.70	35.99	35.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.77	25.66	4.63	75.39	8.67	9.23	71.84	52.82	54.16	71.02	52.55	52.59
Movement LOS	E	C	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	26.07			9.98			59.19			59.48		
Approach LOS	C			A			E			E		
d_I, Intersection Delay [s/veh]	20.15											
Intersection LOS	C											
Intersection V/C	0.772											

Emissions

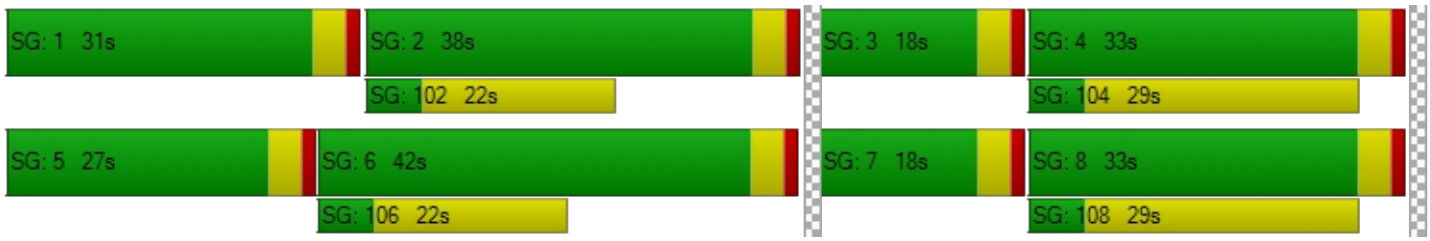
Vehicle Miles Traveled [mph]	21.14	1276.70	22.65	16.79	556.67	290.51	1.98	1.98	2.48	2.19	1.83	1.82
Stops [stops/h]	44.79	1634.43	8.22	48.50	435.36	237.09	38.48	31.45	40.15	35.14	24.00	23.88
Fuel consumption [US gal/h]	1.91	77.33	0.92	1.87	27.04	14.37	0.89	0.70	0.89	0.82	0.55	0.54
CO [g/h]	133.66	5405.06	64.39	130.63	1890.33	1004.42	62.30	48.86	62.38	57.65	38.11	37.91
NOx [g/h]	26.01	1051.63	12.53	25.42	367.79	195.42	12.12	9.51	12.14	11.22	7.42	7.38
VOC [g/h]	30.98	1252.67	14.92	30.27	438.10	232.78	14.44	11.32	14.46	13.36	8.83	8.79

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.662	3.653	2.392	2.370
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	567	483	483
d_b, Bicycle Delay [s]	28.02	30.82	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.734	2.841	1.664	1.634
Bicycle LOS	D	C	A	A

Sequence

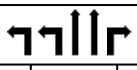
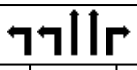
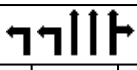
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	104.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.016

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	544	12	0	813	406	290	9	0	23	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	28	0	0	175	0	0	19	0	0	37
Total Hourly Volume [veh/h]	252	1356	84	143	1239	526	687	757	57	128	1278	109
Peak Hour Factor	0.7878	0.7878	0.7878	0.8529	0.8529	0.8529	0.9048	0.9048	0.9048	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	430	27	42	363	154	190	209	16	35	346	30
Total Analysis Volume [veh/h]	320	1721	107	168	1453	617	759	837	63	139	1385	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	39	0	5	39	0	8	35	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	52	0	9	48	0	23	45	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	48	48	5	44	44	19	44	44	7	32	32
g / C, Green / Cycle	0.08	0.40	0.40	0.04	0.37	0.37	0.16	0.37	0.37	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.48	0.07	0.05	0.40	0.38	0.22	0.16	0.04	0.04	0.28	0.28
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1825
c, Capacity [veh/h]	264	1447	646	146	1326	592	556	1903	594	201	965	487
d1, Uniform Delay [s]	55.50	36.00	23.13	57.50	38.00	38.00	50.50	28.61	24.96	55.52	44.00	44.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.20	0.11	0.11	0.11	0.11	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	104.11	92.40	0.55	82.87	55.08	48.35	168.57	0.16	0.08	4.20	23.83	49.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.21	1.19	0.17	1.15	1.10	1.04	1.36	0.44	0.11	0.69	1.04	1.04
d, Delay for Lane Group [s/veh]	159.61	128.40	23.68	140.37	93.08	86.35	219.07	28.77	25.03	59.72	67.83	93.63
Lane Group LOS	F	F	C	F	F	F	F	C	C	E	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.70	38.39	1.98	3.85	28.52	24.36	20.97	5.70	1.13	2.10	16.63	20.26
50th-Percentile Queue Length [ft/ln]	192.40	959.72	49.56	96.33	713.02	608.96	524.27	142.39	28.23	52.55	415.66	506.48
95th-Percentile Queue Length [veh/ln]	13.02	54.59	3.57	6.94	39.68	33.40	32.47	9.61	2.03	3.78	23.81	28.26
95th-Percentile Queue Length [ft/ln]	325.40	1364.81	89.21	173.40	992.08	835.09	811.75	240.24	50.81	94.60	595.26	706.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	159.61	128.40	23.68	140.37	93.08	86.35	219.07	28.77	25.03	59.72	75.02	93.63
Movement LOS	F	F	C	F	F	F	F	C	C	E	E	F
d_A, Approach Delay [s/veh]	127.83			94.77			115.69			75.06		
Approach LOS	F			F			F			E		
d_I, Intersection Delay [s/veh]	104.32											
Intersection LOS	F											
Intersection V/C	1.016											

Emissions

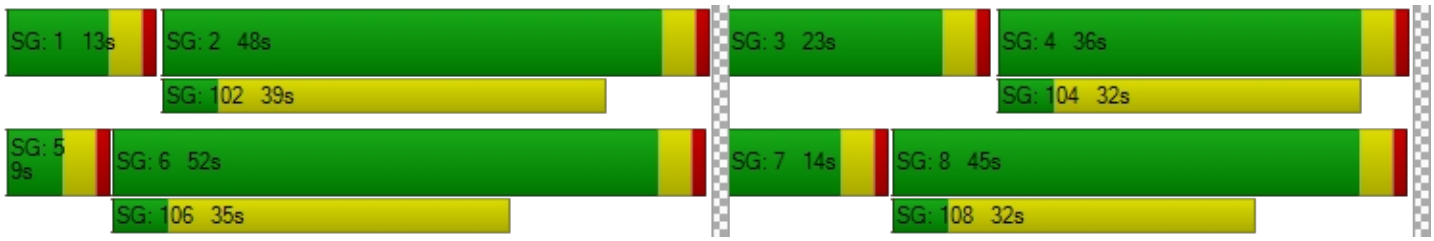
Vehicle Miles Traveled [mph]	158.98	855.01	53.16	84.58	731.48	310.62	189.69	209.18	15.74	15.10	108.48	54.75
Stops [stops/h]	461.75	2303.33	59.47	231.19	1711.25	730.76	1258.25	512.62	33.87	126.13	997.58	607.78
Fuel consumption [US gal/h]	21.58	102.91	3.08	10.57	73.87	30.57	63.55	21.42	1.48	4.54	35.94	22.72
CO [g/h]	1508.64	7193.23	215.10	738.96	5163.34	2137.09	4441.88	1497.21	103.23	317.13	2512.51	1588.46
NOx [g/h]	293.53	1399.54	41.85	143.78	1004.60	415.80	864.23	291.30	20.09	61.70	488.84	309.06
VOC [g/h]	349.64	1667.10	49.85	171.26	1196.65	495.29	1029.45	346.99	23.92	73.50	582.30	368.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.484	3.912	3.721	3.423
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	733	683	533
d_b, Bicycle Delay [s]	21.60	24.07	26.00	32.27
l_b,int, Bicycle LOS Score for Intersection	3.355	3.550	2.483	2.483
Bicycle LOS	C	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	24	999	6	9	414	35	8	105	5	12	103	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	558	0	0	836	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	11	0	0	2	0	0	5
Total Hourly Volume [veh/h]	29	1767	5	11	1337	31	10	127	4	15	125	13
Peak Hour Factor	0.8643	0.8643	0.8643	0.7467	0.7467	0.7467	0.8393	0.8393	0.8393	0.8520	0.8520	0.8520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	511	1	4	448	10	3	38	1	4	37	4
Total Analysis Volume [veh/h]	34	2044	6	15	1790	42	12	151	5	18	147	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	5	26	0	5	32	0	11	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	10	31	0	24	36	0	24	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	70	70	2	69	69	1	10	10	2	10	10
g / C, Green / Cycle	0.03	0.70	0.70	0.02	0.69	0.69	0.01	0.10	0.10	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.37	0.37	0.01	0.49	0.03	0.01	0.04	0.00	0.01	0.08	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	55	2543	1333	31	2494	1113	27	360	161	37	200	170
d1, Uniform Delay [s]	47.88	7.03	7.03	48.70	9.55	4.95	48.85	42.31	40.67	48.47	43.41	40.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.50	0.79	1.51	11.09	1.81	0.06	11.08	0.78	0.08	9.65	5.22	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.53	0.53	0.48	0.72	0.04	0.45	0.42	0.03	0.49	0.74	0.09
d, Delay for Lane Group [s/veh]	58.38	7.82	8.53	59.78	11.35	5.01	59.92	43.08	40.74	58.12	48.63	40.65
Lane Group LOS	E	A	A	E	B	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.97	5.27	5.79	0.47	10.76	0.27	0.38	1.77	0.11	0.54	3.76	0.34
50th-Percentile Queue Length [ft/ln]	24.28	131.77	144.87	11.63	268.99	6.66	9.40	44.14	2.83	13.43	93.91	8.50
95th-Percentile Queue Length [veh/ln]	1.75	9.04	9.74	0.84	16.14	0.48	0.68	3.18	0.20	0.97	6.76	0.61
95th-Percentile Queue Length [ft/ln]	43.70	225.90	243.57	20.93	403.47	11.98	16.92	79.44	5.10	24.18	169.04	15.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.38	8.06	8.53	59.78	11.35	5.01	59.92	43.08	40.74	58.12	48.63	40.65
Movement LOS	E	A	A	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	8.88			11.60			44.22			48.91		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	13.13											
Intersection LOS	B											
Intersection V/C	0.598											

Emissions

Vehicle Miles Traveled [mph]	6.68	264.02	138.50	7.45	889.29	20.87	6.02	75.73	2.51	4.83	39.42	4.02
Stops [stops/h]	34.96	379.50	208.62	16.75	774.68	9.58	13.54	127.11	4.08	19.34	135.24	12.24
Fuel consumption [US gal/h]	1.07	15.91	8.57	0.58	45.03	0.95	0.48	5.17	0.17	0.54	3.97	0.37
CO [g/h]	74.62	1111.97	598.77	40.67	3147.28	66.74	33.38	361.13	11.72	37.91	277.80	25.82
NOx [g/h]	14.52	216.35	116.50	7.91	612.35	12.99	6.49	70.26	2.28	7.38	54.05	5.02
VOC [g/h]	17.29	257.71	138.77	9.42	729.41	15.47	7.74	83.69	2.72	8.79	64.38	5.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.418	3.164	2.539	2.535
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	540	640	640
d_b, Bicycle Delay [s]	27.38	26.65	23.12	23.12
l_b,int, Bicycle LOS Score for Intersection	2.707	3.092	1.700	1.865
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	36.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	84	431	14	98	395	189	120	268	45	23	398	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	18	8	208	8	0	193	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	62	0	0	16	0	0	42
Total Hourly Volume [veh/h]	119	522	13	119	478	185	153	532	46	28	675	127
Peak Hour Factor	0.9010	0.9010	0.9010	0.8191	0.8191	0.8191	0.8730	0.8730	0.8730	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	145	4	36	146	56	44	152	13	8	203	38
Total Analysis Volume [veh/h]	132	579	14	145	584	226	175	609	53	34	810	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	26	0	17	27	0	22	39	0	18	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	34	34	10	34	34	12	37	37	3	29	29
g / C, Green / Cycle	0.09	0.34	0.34	0.10	0.34	0.34	0.12	0.37	0.37	0.03	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.07	0.16	0.16	0.08	0.22	0.22	0.10	0.18	0.18	0.02	0.26	0.26
s, saturation flow rate [veh/h]	1810	1900	1884	1810	1900	1722	1810	1900	1847	1810	1900	1797
c, Capacity [veh/h]	163	639	634	177	654	593	210	709	690	58	550	520
d1, Uniform Delay [s]	44.65	26.11	26.11	44.23	27.70	27.70	43.24	23.84	23.85	47.72	34.12	34.12
k, delay calibration	0.12	0.50	0.50	0.13	0.50	0.50	0.11	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.38	2.43	2.45	10.88	4.95	5.45	8.29	0.49	0.51	8.87	11.00	11.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.47	0.47	0.82	0.65	0.65	0.83	0.47	0.47	0.58	0.90	0.90
d, Delay for Lane Group [s/veh]	55.02	28.54	28.56	55.12	32.65	33.15	51.52	24.33	24.35	56.59	45.12	45.65
Lane Group LOS	E	C	C	E	C	C	D	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.59	5.76	5.72	3.96	9.04	8.27	4.55	5.73	5.58	0.95	12.49	11.89
50th-Percentile Queue Length [ft/ln]	89.86	143.89	142.88	99.01	225.96	206.80	113.78	143.27	139.44	23.82	312.18	297.16
95th-Percentile Queue Length [veh/ln]	6.47	9.69	9.64	7.13	13.97	12.99	8.05	9.66	9.45	1.71	18.28	17.54
95th-Percentile Queue Length [ft/ln]	161.74	242.25	240.89	178.21	349.22	324.72	201.24	241.42	236.27	42.87	457.07	438.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.02	28.55	28.56	55.12	32.79	33.15	51.52	24.34	24.35	56.59	45.33	45.65
Movement LOS	E	C	C	E	C	C	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	33.37			36.27			30.03			45.76		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	36.87											
Intersection LOS	D											
Intersection V/C	0.654											

Emissions

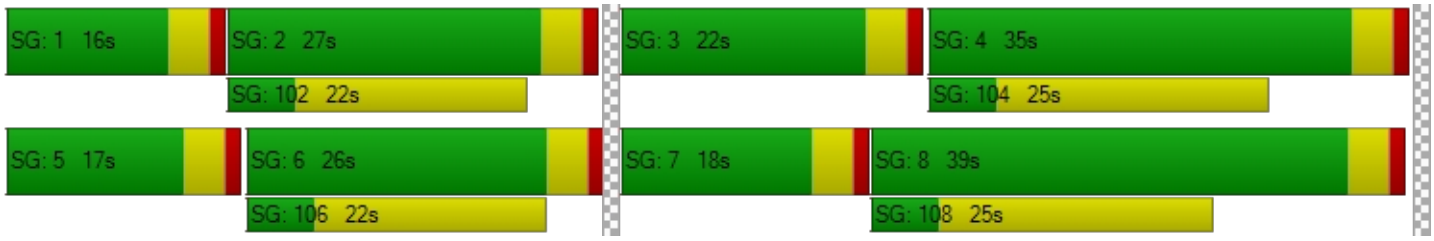
Vehicle Miles Traveled [mph]	19.97	45.04	44.69	16.67	48.86	44.28	105.73	202.75	197.21	6.32	91.86	86.88
Stops [stops/h]	129.39	207.20	205.74	142.57	325.38	297.80	163.84	206.31	200.79	34.29	449.54	427.91
Fuel consumption [US gal/h]	3.46	5.38	5.34	3.62	7.77	7.11	7.50	11.18	10.87	1.03	13.28	12.64
CO [g/h]	242.16	375.87	373.16	253.32	543.15	496.94	523.97	781.25	760.09	72.31	928.10	883.67
NOx [g/h]	47.12	73.13	72.60	49.29	105.68	96.69	101.95	152.00	147.89	14.07	180.58	171.93
VOC [g/h]	56.12	87.11	86.48	58.71	125.88	115.17	121.43	181.06	176.16	16.76	215.10	204.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.680	2.906	2.939	2.896
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	440	460	700	620
d_b, Bicycle Delay [s]	30.42	29.65	21.13	23.81
l_b,int, Bicycle LOS Score for Intersection	2.161	2.399	2.263	2.416
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	31.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	37	274	152	40	113	23	14	150	12	173	442	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	26	22	7	70	9	31	235	7	10	217	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	52	0	0	9	0	0	6	0	0	18
Total Hourly Volume [veh/h]	68	358	154	55	207	28	48	417	16	219	752	52
Peak Hour Factor	0.8238	0.8238	0.8238	0.8554	0.8554	0.8554	0.8688	0.8688	0.8688	0.9003	0.9003	0.9003
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	109	47	16	60	8	14	120	5	61	209	14
Total Analysis Volume [veh/h]	83	435	187	64	242	33	55	480	18	243	835	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	10	24	0	13	27	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	9	26	0	18	35	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	26	26	4	25	25	4	22	22	13	31	31
g / C, Green / Cycle	0.06	0.32	0.32	0.05	0.31	0.31	0.04	0.27	0.27	0.16	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.12	0.04	0.13	0.02	0.03	0.25	0.01	0.13	0.24	0.24
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1857
c, Capacity [veh/h]	109	608	517	89	588	500	82	520	442	284	732	716
d1, Uniform Delay [s]	37.04	23.97	20.91	37.49	21.86	19.48	37.61	28.23	21.34	32.84	19.82	19.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.33	0.11	0.24	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.56	7.04	1.96	10.37	2.13	0.25	9.16	17.83	0.04	14.84	1.18	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.71	0.36	0.72	0.41	0.07	0.67	0.92	0.04	0.86	0.62	0.62
d, Delay for Lane Group [s/veh]	47.60	31.01	22.86	47.86	23.99	19.73	46.76	46.06	21.37	47.68	21.00	21.04
Lane Group LOS	D	C	C	D	C	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.87	7.94	2.81	1.45	3.74	0.45	1.21	10.65	0.23	5.43	6.21	6.08
50th-Percentile Queue Length [ft/ln]	46.65	198.58	70.33	36.32	93.42	11.18	30.26	266.23	5.84	135.78	155.31	152.07
95th-Percentile Queue Length [veh/ln]	3.36	12.57	5.06	2.62	6.73	0.80	2.18	16.00	0.42	9.25	10.30	10.13
95th-Percentile Queue Length [ft/ln]	83.97	314.13	126.60	65.38	168.16	20.12	54.46	400.02	10.50	231.32	257.51	253.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.60	31.01	22.86	47.86	23.99	19.73	46.76	46.06	21.37	47.68	21.02	21.04
Movement LOS	D	C	C	D	C	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	30.80			28.08			45.33			26.72		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.71											
Intersection LOS	C											
Intersection V/C	0.651											

Emissions

Vehicle Miles Traveled [mph]	36.48	191.20	82.19	5.04	19.05	2.60	3.64	31.75	1.19	35.41	65.79	64.34
Stops [stops/h]	83.97	357.45	126.60	65.38	168.16	20.12	54.46	479.21	10.50	244.40	279.56	273.73
Fuel consumption [US gal/h]	2.83	12.72	4.96	1.31	3.17	0.38	1.33	11.55	0.25	6.61	7.66	7.50
CO [g/h]	197.54	889.20	346.36	91.37	221.75	26.76	92.63	807.02	17.45	462.05	535.47	524.18
NOx [g/h]	38.43	173.01	67.39	17.78	43.14	5.21	18.02	157.02	3.40	89.90	104.18	101.99
VOC [g/h]	45.78	206.08	80.27	21.18	51.39	6.20	21.47	187.03	4.05	107.09	124.10	121.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.561	2.516	2.748	2.888
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	775
d_b, Bicycle Delay [s]	21.03	21.03	21.03	15.01
l_b,int, Bicycle LOS Score for Intersection	2.809	2.134	2.482	2.512
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	19	888	51	28	328	30	25	84	14	125	222	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	544	108	193	635	31	0	0	0	53	16	153
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	43	0	0	17	0	0	4	0	0	75
Total Hourly Volume [veh/h]	23	1618	127	227	1032	50	30	102	13	204	285	226
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	461	36	65	294	14	9	29	4	58	81	64
Total Analysis Volume [veh/h]	26	1843	145	259	1175	57	34	116	15	232	325	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	8	29	0	5	32	0	8	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	30	0	26	41	0	25	36	0	28	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	58	58	19	74	74	3	10	10	17	24	24
g / C, Green / Cycle	0.02	0.48	0.48	0.16	0.61	0.61	0.03	0.08	0.08	0.14	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.01	0.36	0.09	0.14	0.23	0.04	0.02	0.03	0.01	0.13	0.09	0.16
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	2485	775	287	3180	992	52	300	134	262	720	321
d1, Uniform Delay [s]	57.94	25.19	17.82	49.56	11.54	9.25	57.67	52.13	50.93	50.33	42.29	45.78
k, delay calibration	0.11	0.50	0.50	0.28	0.50	0.50	0.11	0.11	0.11	0.18	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.83	2.04	0.53	21.44	0.33	0.11	12.90	0.81	0.37	14.81	0.44	4.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.74	0.19	0.90	0.37	0.06	0.65	0.39	0.11	0.89	0.45	0.80
d, Delay for Lane Group [s/veh]	69.77	27.23	18.35	71.00	11.87	9.36	70.57	52.94	51.29	65.14	42.74	50.37
Lane Group LOS	E	C	B	E	B	A	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.91	13.59	2.31	9.11	4.79	0.58	1.19	1.65	0.42	7.72	4.18	7.48
50th-Percentile Queue Length [ft/ln]	22.73	339.77	57.64	227.74	119.87	14.45	29.64	41.32	10.57	192.89	104.39	187.05
95th-Percentile Queue Length [veh/ln]	1.64	19.64	4.15	14.06	8.39	1.04	2.13	2.97	0.76	12.27	7.52	11.97
95th-Percentile Queue Length [ft/ln]	40.91	490.92	103.75	351.48	209.65	26.02	53.34	74.37	19.02	306.77	187.89	299.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.77	27.23	18.35	71.00	11.87	9.36	70.57	52.94	51.29	65.14	42.74	50.37
Movement LOS	E	C	B	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	27.14			22.05			56.42			51.53		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	30.95											
Intersection LOS	C											
Intersection V/C	0.677											

Emissions

Vehicle Miles Traveled [mph]	10.79	764.96	60.18	77.36	350.94	17.02	2.40	8.20	1.06	42.70	59.82	47.30
Stops [stops/h]	27.27	1223.16	69.17	273.28	431.53	17.35	35.56	99.16	12.68	231.47	250.53	224.46
Fuel consumption [US gal/h]	1.08	51.64	3.46	9.79	20.23	0.91	1.01	2.76	0.35	7.42	7.99	7.05
CO [g/h]	75.36	3609.82	242.17	684.39	1414.35	63.45	70.80	193.17	24.50	518.42	558.61	492.55
NOx [g/h]	14.66	702.34	47.12	133.16	275.18	12.35	13.77	37.58	4.77	100.87	108.69	95.83
VOC [g/h]	17.47	836.61	56.12	158.62	327.79	14.71	16.41	44.77	5.68	120.15	129.46	114.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.439	3.444	2.619	2.929
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	617	533	583
d_b, Bicycle Delay [s]	36.82	28.70	32.27	30.10
l_b,int, Bicycle LOS Score for Intersection	2.691	2.389	1.699	2.293
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	101	339	14	52	200	45	62	108	53	3	146	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	5	10	12	69	70	87	0	1	122	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	435	22	73	254	123	145	218	64	5	299	78
Peak Hour Factor	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882	0.8882
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	122	6	21	71	35	41	61	18	1	84	22
Total Analysis Volume [veh/h]	137	490	25	82	286	138	163	245	72	6	337	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	386	407	410	377	398	430	380	400	432	520	557
Degree of Utilization, x	0.35	0.63	0.63	0.22	0.72	0.32	0.43	0.61	0.17	0.01	0.76

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.57	4.21	4.15	0.82	5.52	1.37	2.09	3.94	0.59	0.04	6.84
95th-Percentile Queue Length [ft]	39.29	105.27	103.79	20.38	137.97	34.23	52.32	98.60	14.83	0.88	170.99
Approach Delay [s/veh]	23.61			24.50			21.13			26.79	
Approach LOS	C			C			C			D	
Intersection Delay [s/veh]	23.91										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	52.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	400	4	8	504	240	311	145	58	7	175	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	6	0	0	71	0	0	26	0	0	25
Total Hourly Volume [veh/h]	148	1334	17	31	986	214	425	288	76	30	448	75
Peak Hour Factor	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463	0.8463
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	394	5	9	291	63	126	85	22	9	132	22
Total Analysis Volume [veh/h]	175	1576	20	37	1165	253	502	340	90	35	529	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	29	0	5	29	0	14	26	0	14	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	48	48	3	41	41	28	39	39	3	14	14
g / C, Green / Cycle	0.10	0.44	0.44	0.03	0.37	0.37	0.25	0.35	0.35	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.44	0.01	0.02	0.32	0.16	0.28	0.09	0.06	0.02	0.10	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	1585	708	56	1335	596	461	1280	571	57	678	211
d1, Uniform Delay [s]	49.32	30.76	17.58	52.73	32.29	25.96	41.00	25.35	24.32	52.60	46.27	43.97
k, delay calibration	0.36	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.73	21.27	0.07	12.58	8.09	2.21	68.44	0.11	0.13	10.13	2.00	1.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.99	0.03	0.66	0.87	0.42	1.09	0.27	0.16	0.61	0.78	0.42
d, Delay for Lane Group [s/veh]	98.05	52.03	17.65	65.31	40.38	28.17	109.44	25.46	24.45	62.73	48.28	45.30
Lane Group LOS	F	D	B	E	D	C	F	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.09	23.66	0.29	1.18	14.99	5.08	20.77	3.09	1.58	1.10	4.69	2.27
50th-Percentile Queue Length [ft/ln]	177.16	591.57	7.25	29.48	374.86	126.94	519.22	77.35	39.55	27.47	117.18	56.64
95th-Percentile Queue Length [veh/ln]	11.45	31.64	0.52	2.12	21.35	8.77	29.71	5.57	2.85	1.98	8.24	4.08
95th-Percentile Queue Length [ft/ln]	286.30	791.02	13.04	53.06	533.63	219.32	742.81	139.23	71.18	49.45	205.94	101.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.05	52.03	17.65	65.31	40.38	28.17	109.44	25.46	24.45	62.73	48.28	45.30
Movement LOS	F	D	B	E	D	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	56.19			38.89			70.60			48.64		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	52.72											
Intersection LOS	D											
Intersection V/C	0.836											

Emissions

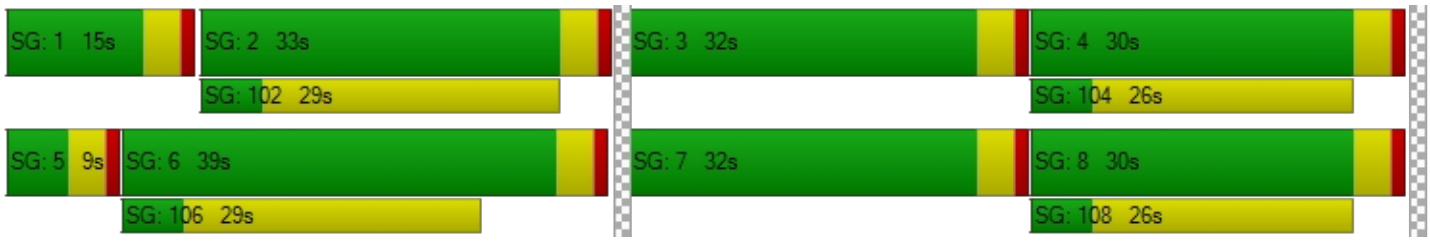
Vehicle Miles Traveled [mph]	11.40	102.67	1.30	2.93	92.27	20.04	54.70	37.05	9.81	17.63	266.53	44.84
Stops [stops/h]	231.92	1548.84	9.48	38.59	981.46	166.17	679.71	202.51	51.77	35.96	460.18	74.15
Fuel consumption [US gal/h]	6.77	39.46	0.23	1.07	24.94	4.20	19.82	5.08	1.31	1.43	19.26	3.15
CO [g/h]	472.92	2758.40	16.39	74.93	1743.19	293.80	1385.09	354.93	91.40	100.08	1346.59	220.53
NOx [g/h]	92.01	536.68	3.19	14.58	339.16	57.16	269.49	69.06	17.78	19.47	262.00	42.91
VOC [g/h]	109.60	639.29	3.80	17.37	404.00	68.09	321.01	82.26	21.18	23.19	312.08	51.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.226	3.471	3.011	2.841
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	473	473
d_b, Bicycle Delay [s]	25.57	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	3.026	2.819	2.350	1.933
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	138.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.423

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	0	76	0	0	0	0	544	101	266	251	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	18	77	7	7	7	53	867	152	274	608	10
Peak Hour Factor	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956	0.5956
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	8	32	3	3	3	22	364	64	115	255	4
Total Analysis Volume [veh/h]	210	30	129	12	12	12	89	1456	255	460	1021	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	408	340	379	571	571	571	460	405	405	407
Degree of Utilization, x	0.91	0.11	0.23	1.42	1.42	1.37	1.20	0.85	0.85	0.85

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	9.60	0.35	0.90	28.67	28.67	27.21	18.79	8.30	8.30	8.23
95th-Percentile Queue Length [ft]	240.08	8.79	22.46	716.7	716.7	680.2	469.8	207.4	207.4	205.7
Approach Delay [s/veh]	54.26	14.83	211.13				75.18			
Approach LOS	F	B	F				F			
Intersection Delay [s/veh]	138.59									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	56.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	11	0	15	38	75	15	630	136	0	333	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	17	0	0	45	0	0	56	0	0	10
Total Hourly Volume [veh/h]	86	134	50	30	148	135	330	983	167	76	627	28
Peak Hour Factor	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807	0.6807
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	49	18	11	54	50	121	361	61	28	230	10
Total Analysis Volume [veh/h]	126	197	73	44	217	198	485	1444	245	112	921	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	18	32	32	5	19	19
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	37	50	50	15	28	28
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	34	33	33	4	32	31	48	57	8	26	33
g / C, Green / Cycle	0.31	0.30	0.30	0.03	0.29	0.28	0.44	0.52	0.08	0.23	0.30
(v / s)_i Volume / Saturation Flow Rate	0.44	0.10	0.05	0.02	0.24	0.27	0.40	0.15	0.06	0.25	0.03
s, saturation flow rate [veh/h]	289	1900	1615	1810	1752	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	92	577	490	61	511	513	1592	843	140	845	491
d1, Uniform Delay [s]	50.83	29.77	27.94	52.63	36.14	38.57	28.69	14.82	49.94	42.15	27.35
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.38	0.11	0.50	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	222.53	1.61	0.64	14.63	13.11	23.38	2.26	0.87	11.74	45.40	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.37	0.34	0.15	0.72	0.81	0.95	0.91	0.29	0.80	1.09	0.08
d, Delay for Lane Group [s/veh]	273.36	31.38	28.58	67.25	49.25	61.95	30.95	15.69	61.68	87.55	27.42
Lane Group LOS	F	C	C	E	D	E	C	B	E	F	C
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.45	4.30	1.49	1.42	11.70	15.48	16.75	3.39	3.40	16.27	0.75
50th-Percentile Queue Length [ft/ln]	186.25	107.60	37.37	35.48	292.45	386.90	418.77	84.71	84.92	406.75	18.86
95th-Percentile Queue Length [veh/ln]	13.41	7.71	2.69	2.55	17.31	21.93	23.46	6.10	6.11	24.00	1.36
95th-Percentile Queue Length [ft/ln]	335.24	192.66	67.26	63.86	432.67	548.19	586.57	152.47	152.85	600.04	33.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	273.36	31.38	28.58	67.25	49.25	49.25	61.95	30.95	15.69	61.68	87.55	27.42
Movement LOS	F	C	C	E	D	D	E	C	B	E	F	C
d_A, Approach Delay [s/veh]	107.86			50.98			36.15			82.55		
Approach LOS	F			D			D			F		
d_I, Intersection Delay [s/veh]	56.88											
Intersection LOS	E											
Intersection V/C	0.769											

Emissions

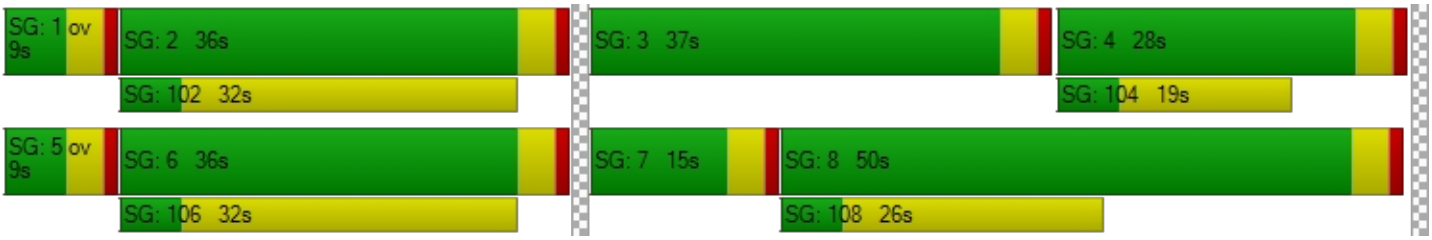
Vehicle Miles Traveled [mph]	31.74	49.63	18.39	22.10	208.40	44.53	132.57	22.49	27.79	228.48	10.17
Stops [stops/h]	243.81	140.85	48.92	46.45	382.84	506.49	1096.42	110.89	111.16	1064.94	24.68
Fuel consumption [US gal/h]	9.66	4.08	1.45	1.94	16.06	13.94	27.27	2.93	3.74	37.48	0.88
CO [g/h]	675.34	285.13	101.49	135.40	1122.77	974.24	1906.30	204.95	261.44	2619.77	61.82
NOx [g/h]	131.40	55.48	19.75	26.34	218.45	189.55	370.90	39.88	50.87	509.71	12.03
VOC [g/h]	156.52	66.08	23.52	31.38	260.21	225.79	441.80	47.50	60.59	607.16	14.33

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.421	2.659	3.457	3.175
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	582	582	836	436
d_b, Bicycle Delay [s]	27.65	27.65	18.62	33.62
l_b,int, Bicycle LOS Score for Intersection	2.241	2.391	3.399	2.454
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	76.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.131

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	258	0	0	0	0	0	0	808	987	0	452	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	13	0	0	278	0	0	3
Total Hourly Volume [veh/h]	385	162	9	7	29	40	325	1533	835	4	918	9
Peak Hour Factor	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168	0.7168
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	57	3	2	10	14	113	535	291	1	320	3
Total Analysis Volume [veh/h]	537	226	13	10	40	56	453	2139	1165	6	1281	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	14	27	0	5	18	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	32	59	0	11	38	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	27	61	61	1	35	35
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.27	0.61	0.61	0.01	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.41	0.13	0.01	0.06	0.25	0.59	0.72	0.00	0.35	0.01
s, saturation flow rate [veh/h]	1320	1882	1159	1723	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	334	491	228	449	483	2209	986	16	1274	569
d1, Uniform Delay [s]	42.22	31.30	37.78	28.93	35.83	18.55	19.47	49.30	32.39	21.15
k, delay calibration	0.50	0.50	0.50	0.50	0.37	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	287.25	3.43	0.36	1.09	22.83	4.17	92.19	14.67	13.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.61	0.49	0.04	0.21	0.94	0.97	1.18	0.38	1.01	0.02
d, Delay for Lane Group [s/veh]	329.46	34.73	38.14	30.02	58.67	22.73	111.66	63.97	45.44	21.17
Lane Group LOS	F	C	D	C	E	C	F	E	F	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	34.81	5.18	0.23	1.88	13.21	20.19	43.55	0.21	16.49	0.19
50th-Percentile Queue Length [ft/ln]	870.13	129.46	5.80	47.12	330.35	504.87	1088.85	5.20	412.17	4.79
95th-Percentile Queue Length [veh/ln]	55.09	8.91	0.42	3.39	19.18	27.56	61.99	0.37	23.23	0.34
95th-Percentile Queue Length [ft/ln]	1377.37	222.75	10.43	84.81	479.39	689.12	1549.79	9.37	580.80	8.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	329.46	34.73	34.73	38.14	30.02	30.02	58.67	22.73	111.66	63.97	45.44	21.17
Movement LOS	F	C	C	D	C	C	E	C	F	E	F	C
d_A, Approach Delay [s/veh]	238.69			30.79			54.64			45.28		
Approach LOS	F			C			D			D		
d_I, Intersection Delay [s/veh]	76.21											
Intersection LOS	E											
Intersection V/C	1.131											

Emissions

Vehicle Miles Traveled [mph]	182.41	81.19	2.42	23.20	53.05	250.49	136.43	0.49	104.98	1.07
Stops [stops/h]	1252.99	186.42	8.35	67.85	475.70	1454.04	1567.94	7.49	1187.06	6.89
Fuel consumption [US gal/h]	54.84	6.43	0.25	2.08	13.14	36.56	50.64	0.19	30.20	0.18
CO [g/h]	3833.25	449.34	17.21	145.68	918.53	2555.38	3539.70	13.15	2111.08	12.46
NOx [g/h]	745.81	87.43	3.35	28.34	178.71	497.18	688.70	2.56	410.74	2.42
VOC [g/h]	888.39	104.14	3.99	33.76	212.88	592.23	820.36	3.05	489.26	2.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.879	2.318	5.062	3.323
Crosswalk LOS	C	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	1100	680
d_b, Bicycle Delay [s]	27.38	27.38	10.13	21.78
l_b,int, Bicycle LOS Score for Intersection	2.845	1.756	4.888	2.635
Bicycle LOS	C	A	E	B

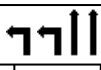
Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	100	0	728	0	0	0	50	1068	0	0	326	384
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	368	0	0	0	0	0	0	0	0	164
Total Hourly Volume [veh/h]	243	34	1102	0	0	0	102	1505	0	0	697	491
Peak Hour Factor	0.8478	0.8478	0.8478	1.0000	1.0000	1.0000	0.8478	0.8478	1.0000	1.0000	0.8478	0.8478
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	10	325	0	0	0	30	444	0	0	206	145
Total Analysis Volume [veh/h]	287	40	1300	0	0	0	120	1775	0	0	822	579
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	31	0	0	0	0	5	21	0	0	12	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	21	0	0	0	0	9	39	0	0	30	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12		4	40	31	31
g / C, Green / Cycle	0.21	0.21	0.21		0.07	0.66	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.13		0.03	0.49	0.23	0.36
s, saturation flow rate [veh/h]	1810	1831	10000		3514	3618	3618	1615
c, Capacity [veh/h]	372	377	2056		258	2391	1884	841
d1, Uniform Delay [s]	20.81	20.79	21.76		26.66	6.77	8.91	10.74
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.74	3.62	1.49		1.30	0.47	0.16	2.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.43	0.63		0.46	0.74	0.44	0.69
d, Delay for Lane Group [s/veh]	24.55	24.40	23.25		27.97	7.23	9.07	13.58
Lane Group LOS	C	C	C		C	A	A	B
Critical Lane Group	No	No	Yes		No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.25	2.24	16.33		0.79	3.78	2.75	5.26
50th-Percentile Queue Length [ft/ln]	56.20	55.96	408.27		19.63	94.50	68.66	131.39
95th-Percentile Queue Length [veh/ln]	4.05	4.03	22.96		1.41	6.80	4.94	9.02
95th-Percentile Queue Length [ft/ln]	101.16	100.72	573.95		35.33	170.11	123.58	225.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.55	24.40	23.25	0.00	0.00	0.00	27.97	7.23	0.00	0.00	9.07	13.58
Movement LOS	C	C	C				C	A			A	B
d_A, Approach Delay [s/veh]	23.50			0.00			8.55			10.94		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	14.17											
Intersection LOS	B											
Intersection V/C	0.621											

Emissions

Vehicle Miles Traveled [mph]	24.48	24.48	194.64		17.25	255.12	96.26	67.81
Stops [stops/h]	134.88	134.29	979.84		94.23	453.62	329.56	315.33
Fuel consumption [US gal/h]	2.57	2.56	19.58		2.45	17.00	7.30	6.13
CO [g/h]	179.62	179.06	1368.42		170.96	1188.20	510.35	428.78
NOx [g/h]	34.95	34.84	266.24		33.26	231.18	99.30	83.42
VOC [g/h]	41.63	41.50	317.14		39.62	275.38	118.28	99.37

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.214	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	0	1167	867
d_b, Bicycle Delay [s]	15.41	30.00	5.21	9.63
l_b,int, Bicycle LOS Score for Intersection	4.851	4.132	3.123	2.851
Bicycle LOS	E	D	C	C

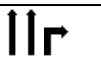
Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	187	4	37	0	218	29	130	295	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	32	982	0	100	0	103	50	243	183	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	36	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	32	1208	5	109	0	367	64	400	540	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8617	0.8617	0.8617	1.0000	0.8328	0.8328	0.8983	0.8983	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	350	1	32	0	110	19	111	150	0
Total Analysis Volume [veh/h]	0	0	32	1402	6	126	0	441	77	445	601	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		27	27	27	10	10	11	25
g / C, Green / Cycle		0.46	0.46	0.46	0.17	0.17	0.18	0.41
(v / s)_i Volume / Saturation Flow Rate		0.39	0.39	0.08	0.12	0.05	0.13	0.17
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		826	826	737	606	271	619	1484
d1, Uniform Delay [s]		14.51	14.51	9.62	23.68	21.83	23.32	12.51
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		10.83	10.80	0.50	1.69	0.57	1.59	0.18
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.85	0.85	0.17	0.73	0.28	0.72	0.40
d, Delay for Lane Group [s/veh]		25.34	25.31	10.12	25.37	22.40	24.91	12.69
Lane Group LOS		C	C	B	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		9.06	9.05	0.88	2.73	0.88	2.73	2.30
50th-Percentile Queue Length [ft/ln]		226.46	226.29	22.07	68.28	21.91	68.28	57.50
95th-Percentile Queue Length [veh/ln]		13.99	13.99	1.59	4.92	1.58	4.92	4.14
95th-Percentile Queue Length [ft/ln]		349.86	349.64	39.72	122.90	39.44	122.90	103.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	25.32	25.31	10.12	0.00	25.37	22.40	24.91	12.69	0.00
Movement LOS				C	C	B		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			24.07			24.93			17.89		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	22.13											
Intersection LOS	C											
Intersection V/C	0.638											

Emissions

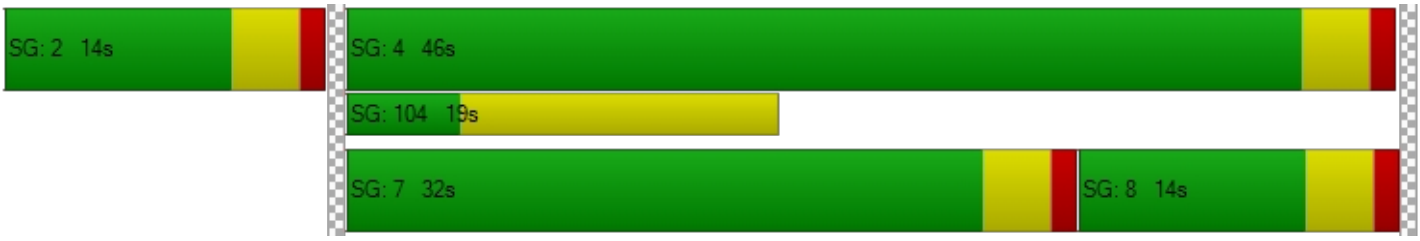
Vehicle Miles Traveled [mph]		47.20	47.20	8.45	50.20	8.77	63.96	86.38
Stops [stops/h]		543.50	543.09	52.96	327.74	52.59	327.72	276.00
Fuel consumption [US gal/h]		10.66	10.65	1.08	8.07	1.31	8.52	7.94
CO [g/h]		745.12	744.53	75.66	564.27	91.25	595.74	555.35
NOx [g/h]		144.97	144.86	14.72	109.79	17.75	115.91	108.05
VOC [g/h]		172.69	172.55	17.53	130.78	21.15	138.07	128.71

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.652	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	333	1400
d_b, Bicycle Delay [s]	30.00	20.83	20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	4.150	2.004	2.423
Bicycle LOS	D	D	B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	43.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	74	297	98	54	174	43	23	193	48	80	334	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	111	23	0	1	7	5	4	16	30	0	28	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	30	0	0	14	0	0	22	0	0	39
Total Hourly Volume [veh/h]	201	382	89	66	218	43	32	250	66	97	432	115
Peak Hour Factor	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699	0.8699
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	110	26	19	63	12	9	72	19	28	124	33
Total Analysis Volume [veh/h]	231	439	102	76	251	49	37	287	76	112	497	132
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	30	0	12	30	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	43	43	4	39	39	3	10	10	6	14	14
g / C, Green / Cycle	0.10	0.54	0.54	0.05	0.49	0.49	0.04	0.13	0.13	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.13	0.15	0.15	0.04	0.08	0.08	0.02	0.08	0.05	0.06	0.14	0.08
s, saturation flow rate [veh/h]	1810	1900	1778	1810	1900	1795	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	181	1018	952	100	932	880	64	471	210	143	629	281
d1, Uniform Delay [s]	36.00	10.11	10.12	37.29	11.29	11.31	37.99	32.86	31.75	36.16	31.64	29.72
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	160.14	0.67	0.72	11.40	0.38	0.41	7.92	1.28	1.04	8.94	2.27	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.28	0.27	0.28	0.76	0.16	0.17	0.58	0.61	0.36	0.78	0.79	0.47
d, Delay for Lane Group [s/veh]	196.14	10.78	10.83	48.69	11.67	11.72	45.91	34.14	32.79	45.10	33.91	30.94
Lane Group LOS	F	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.35	2.39	2.26	1.70	1.38	1.34	0.82	2.54	1.32	2.37	4.46	2.22
50th-Percentile Queue Length [ft/ln]	283.85	59.77	56.42	42.47	34.57	33.55	20.41	63.56	32.98	59.34	111.57	55.58
95th-Percentile Queue Length [veh/ln]	18.40	4.30	4.06	3.06	2.49	2.42	1.47	4.58	2.37	4.27	7.93	4.00
95th-Percentile Queue Length [ft/ln]	460.11	107.59	101.55	76.45	62.22	60.39	36.74	114.41	59.36	106.81	198.19	100.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	196.14	10.80	10.83	48.69	11.69	11.72	45.91	34.14	32.79	45.10	33.91	30.94
Movement LOS	F	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	66.26			19.17			34.97			35.07		
Approach LOS	E			B			C			D		
d_I, Intersection Delay [s/veh]	42.96											
Intersection LOS	D											
Intersection V/C	0.368											

Emissions

Vehicle Miles Traveled [mph]	115.76	139.87	131.23	38.04	76.43	73.73	18.73	145.26	38.47	18.62	82.64	21.95
Stops [stops/h]	510.93	107.59	101.55	76.45	62.22	60.39	36.74	228.82	59.36	106.81	401.66	100.05
Fuel consumption [US gal/h]	19.54	6.74	6.34	3.01	3.76	3.63	1.44	9.82	2.56	2.99	11.26	2.83
CO [g/h]	1365.80	471.44	443.05	210.22	262.55	253.71	100.96	686.27	179.20	209.30	786.79	197.64
NOx [g/h]	265.73	91.72	86.20	40.90	51.08	49.36	19.64	133.52	34.87	40.72	153.08	38.45
VOC [g/h]	316.54	109.26	102.68	48.72	60.85	58.80	23.40	159.05	41.53	48.51	182.35	45.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.708	2.619	2.775	2.815
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	625
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	2.221	1.881	1.908	2.203
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	60.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	91	634	50	62	407	16	13	205	96	107	342	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	153	401	0	0	496	53	75	50	98	26	118	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	18	0	0	54	0	0	31
Total Hourly Volume [veh/h]	263	1168	37	75	988	54	91	298	160	155	532	94
Peak Hour Factor	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802	0.7802
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	374	12	24	317	17	29	95	51	50	170	30
Total Analysis Volume [veh/h]	337	1497	47	96	1266	69	117	382	205	199	682	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	28	0	5	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	33	0	12	32	0	9	30	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	43	6	40	40	5	14	14	11	20	20
g / C, Green / Cycle	0.10	0.47	0.47	0.07	0.44	0.44	0.06	0.16	0.16	0.12	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.19	0.29	0.03	0.05	0.35	0.04	0.06	0.11	0.13	0.11	0.19	0.07
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	181	2450	764	123	1597	713	101	574	256	221	815	364
d1, Uniform Delay [s]	40.50	17.56	12.86	41.27	21.60	14.67	42.50	35.62	36.49	38.96	33.29	29.18
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.37	0.11	0.11	0.31	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	408.47	1.15	0.15	10.09	4.13	0.27	127.73	1.34	5.73	28.15	2.38	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.86	0.61	0.06	0.78	0.79	0.10	1.16	0.67	0.80	0.90	0.84	0.33
d, Delay for Lane Group [s/veh]	448.97	18.71	13.01	51.36	25.72	14.94	170.23	36.96	42.23	67.11	35.67	29.71
Lane Group LOS	F	B	B	D	C	B	F	D	D	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	24.34	6.99	0.50	2.35	11.03	0.80	5.70	3.84	4.51	5.99	7.20	2.19
50th-Percentile Queue Length [ft/ln]	608.47	174.76	12.42	58.65	275.75	20.06	142.51	96.01	112.82	149.78	180.03	54.79
95th-Percentile Queue Length [veh/ln]	38.75	11.33	0.89	4.22	16.48	1.44	10.03	6.91	8.00	10.01	11.60	3.95
95th-Percentile Queue Length [ft/ln]	968.76	283.17	22.36	105.58	411.92	36.10	250.77	172.81	199.92	250.14	290.06	98.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	448.97	18.71	13.01	51.36	25.72	14.94	170.23	36.96	42.23	67.11	35.67	29.71
Movement LOS	F	B	B	D	C	B	F	D	D	E	D	C
d_A, Approach Delay [s/veh]	95.65			26.92			60.64			41.20		
Approach LOS	F			C			E			D		
d_I, Intersection Delay [s/veh]	60.27											
Intersection LOS	E											
Intersection V/C	0.789											

Emissions

Vehicle Miles Traveled [mph]	18.04	80.13	2.52	42.30	557.83	30.40	11.17	36.45	19.56	100.72	345.17	60.73
Stops [stops/h]	973.55	838.87	19.87	93.85	882.41	32.09	228.02	307.22	180.52	239.65	576.11	87.67
Fuel consumption [US gal/h]	43.51	18.88	0.46	3.62	36.72	1.65	7.27	7.94	4.68	8.19	22.34	3.71
CO [g/h]	3041.12	1319.44	32.00	253.04	2566.73	115.39	508.19	555.20	326.89	572.32	1561.72	259.33
NOx [g/h]	591.69	256.71	6.23	49.23	499.39	22.45	98.88	108.02	63.60	111.35	303.85	50.46
VOC [g/h]	704.81	305.79	7.42	58.64	594.86	26.74	117.78	128.67	75.76	132.64	361.94	60.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.407	3.293	2.986	2.754
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	622	578	711
d_b, Bicycle Delay [s]	20.67	21.36	22.76	18.69
l_b,int, Bicycle LOS Score for Intersection	2.601	2.755	2.185	2.411
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	100.707

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	55	0	20	7	0	13	11	301	0	0	367	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	80	0	51	178	139	39	91	0	0	166	52
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	80	24	59	178	155	52	455	0	0	610	87
Peak Hour Factor	1.0000	1.0000	1.0000	0.7917	1.0000	0.7917	0.6689	0.6689	0.6689	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	20	6	19	45	49	19	170	0	0	195	28
Total Analysis Volume [veh/h]	67	80	24	75	178	196	78	680	0	0	779	111
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.99	0.04	100.71	2.04	0.35	0.10	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.84	184.81	145.58	10000.0	708.34	673.40	10.20	0.00	0.00	8.91	0.00	0.00
Movement LOS	B	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	6.43	6.43	11.69	31.61	31.61	0.34	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.12	160.78	160.78	292.20	790.30	790.30	8.42	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	111.14			2245.15			1.05			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	453.21											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	55.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.162

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	206	60	1	84	149	294
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	174	0	4	216	81	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	423	73	5	318	261	395
Peak Hour Factor	0.8409	0.8409	0.8409	0.8409	0.8409	0.8409
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	126	22	1	95	78	117
Total Analysis Volume [veh/h]	503	87	6	378	310	470
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	503	504	408	431	431	467	467	513
Degree of Utilization, x	1.16	0.17	0.01	0.44	0.44	0.33	0.33	0.92

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	18.81	0.62	0.04	2.19	2.19	1.44	1.44	10.88
95th-Percentile Queue Length [ft]	470.34	15.48	1.12	54.65	54.65	35.94	35.94	271.91
Approach Delay [s/veh]	106.53		17.33			34.56		
Approach LOS	F		C			D		
Intersection Delay [s/veh]	55.00							
Intersection LOS	F							

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	87.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	155	3	78	43	121	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	199	679	114	41	123
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	203	0	0	0	229
Total Hourly Volume [veh/h]	277	0	773	166	187	0
Peak Hour Factor	0.6058	0.6058	0.6058	0.6058	0.6058	0.6058
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	0	319	69	77	0
Total Analysis Volume [veh/h]	457	0	1276	274	309	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	73	92	20	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	0	52	67	13	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	15	73	92	20	20
g / C, Green / Cycle	0.13	0.13	0.61	0.77	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.13	0.00	0.71	0.08	0.17	0.00
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	453	202	1100	2774	301	269
d1, Uniform Delay [s]	52.38	0.00	23.46	3.52	49.91	0.00
k, delay calibration	0.11	0.11	0.50	0.11	0.44	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.92	0.00	82.15	0.02	55.72	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.01	0.00	1.16	0.10	1.03	0.00
d, Delay for Lane Group [s/veh]	74.30	0.00	105.61	3.54	105.63	0.00
Lane Group LOS	F	A	F	A	F	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.00	0.00	51.74	0.63	13.65	0.00
50th-Percentile Queue Length [ft/ln]	199.91	0.00	1293.43	15.72	341.18	0.00
95th-Percentile Queue Length [veh/ln]	12.68	0.00	71.64	1.13	19.96	0.00
95th-Percentile Queue Length [ft/ln]	317.09	0.00	1790.88	28.30	499.10	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.30	0.00	105.61	3.54	105.63	0.00
Movement LOS	F	A	F	A	F	A
d_A, Approach Delay [s/veh]	74.30		87.57		105.63	
Approach LOS	E		F		F	
d_I, Intersection Delay [s/veh]	87.36					
Intersection LOS	F					
Intersection V/C	1.002					

Emissions

Vehicle Miles Traveled [mph]	65.81	0.00	235.12	50.49	21.13	0.00
Stops [stops/h]	480.29	0.00	1553.75	37.78	409.85	0.00
Fuel consumption [US gal/h]	15.14	0.00	54.80	2.40	9.78	0.00
CO [g/h]	1058.06	0.00	3830.35	167.60	683.30	0.00
NOx [g/h]	205.86	0.00	745.25	32.61	132.95	0.00
VOC [g/h]	245.21	0.00	887.72	38.84	158.36	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	184	1051	150
d_b, Bicycle Delay [s]	49.44	13.49	51.27
l_b,int, Bicycle LOS Score for Intersection	2.104	2.838	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	66	231	22	54	200	68	56	89	42	36	147	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	129	0	0	37	0	0	16	9	0	31	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	409	22	65	279	82	68	124	60	44	209	80
Peak Hour Factor	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457	0.8457
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	121	7	19	82	24	20	37	18	13	62	24
Total Analysis Volume [veh/h]	124	484	26	77	330	97	80	147	71	52	247	95
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	469	499	504	460	489	509	506	552	471	500	546
Degree of Utilization, x	0.26	0.51	0.51	0.17	0.44	0.42	0.16	0.40	0.11	0.49	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.05	2.87	2.82	0.60	2.19	2.06	0.56	1.88	0.37	2.70	0.63
95th-Percentile Queue Length [ft]	26.34	71.71	70.58	14.90	54.75	51.39	13.93	46.88	9.23	67.49	15.63
Approach Delay [s/veh]	16.32			14.76			12.81		14.55		
Approach LOS	C			B			B		B		
Intersection Delay [s/veh]	14.94										
Intersection LOS	B										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	32	621	138	14	612	12	21	4	18	211	4	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	719	0	25	724	2	1	0	10	0	6	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	167	0	0	17	0	0	32	0	0	108
Total Hourly Volume [veh/h]	47	1470	0	42	1465	0	26	5	0	255	11	0
Peak Hour Factor	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417	0.9417
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	390	0	11	389	0	7	1	0	68	3	0
Total Analysis Volume [veh/h]	50	1561	0	45	1556	0	28	5	0	271	12	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	27	0	0	18	0	0	10	0	0	51	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	27	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	41	41	41	5	14	14	14
g / C, Green / Cycle	0.04	0.61	0.61	0.52	0.52	0.52	0.07	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.03	0.28	0.28	0.13	0.30	0.00	0.02	0.15	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	335	5176	1615	1823	1810	1900	1615
c, Capacity [veh/h]	77	2194	1153	198	2662	831	119	322	338	287
d1, Uniform Delay [s]	37.73	8.63	8.63	21.23	13.49	0.00	35.58	31.79	27.20	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.06	0.71	1.36	2.65	0.95	0.00	1.24	5.92	0.04	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.47	0.47	0.23	0.58	0.00	0.28	0.84	0.04	0.00
d, Delay for Lane Group [s/veh]	46.79	9.35	9.99	23.89	14.44	0.00	36.82	37.71	27.24	0.00
Lane Group LOS	D	A	A	C	B	A	D	D	C	A
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.14	4.39	4.82	0.74	5.58	0.00	0.65	5.51	0.19	0.00
50th-Percentile Queue Length [ft/ln]	28.47	109.75	120.43	18.57	139.55	0.00	16.25	137.67	4.81	0.00
95th-Percentile Queue Length [veh/ln]	2.05	7.83	8.42	1.34	9.46	0.00	1.17	9.36	0.35	0.00
95th-Percentile Queue Length [ft/ln]	51.25	195.65	210.41	33.43	236.42	0.00	29.25	233.88	8.66	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.79	9.57	9.99	23.89	14.44	0.00	36.82	36.82	36.82	37.71	27.24	0.00
Movement LOS	D	A	A	C	B	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	10.73			14.70			36.82			37.26		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	14.90											
Intersection LOS	B											
Intersection V/C	0.496											

Emissions

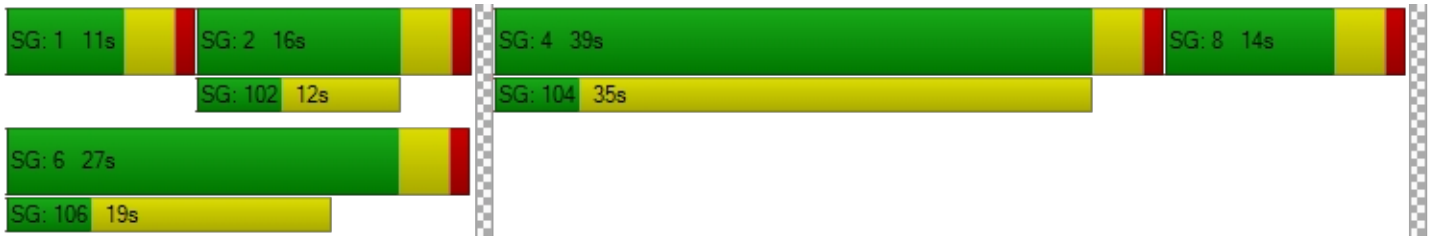
Vehicle Miles Traveled [mph]	24.95	510.79	268.27	4.35	150.55	0.00	2.63			136.91	6.06	0.00
Stops [stops/h]	51.25	395.10	216.77	33.43	753.58	0.00	29.25			247.80	8.66	0.00
Fuel consumption [US gal/h]	1.79	25.16	13.33	0.78	19.10	0.00	0.48			9.19	0.37	0.00
CO [g/h]	124.87	1758.50	932.07	54.78	1335.29	0.00	33.40			642.14	26.03	0.00
NOx [g/h]	24.30	342.14	181.35	10.66	259.80	0.00	6.50			124.94	5.06	0.00
VOC [g/h]	28.94	407.55	216.02	12.70	309.47	0.00	7.74			148.82	6.03	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.351	1.815	2.468
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	575	300	250	875
d_b, Bicycle Delay [s]	20.31	28.90	30.63	12.66
l_b,int, Bicycle LOS Score for Intersection	2.538	2.450	1.667	2.205
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	57.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	16	13	77	4	0	149	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	60	0	0	72	0	0	15	0	0	42
Total Hourly Volume [veh/h]	105	114	181	144	137	217	147	590	43	209	873	124
Peak Hour Factor	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102	0.7102
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	40	64	51	48	76	52	208	15	74	307	44
Total Analysis Volume [veh/h]	148	161	255	203	193	306	207	831	61	294	1229	175
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	24	0	10	28	0	8	18	0	12	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	23	0	25	32	0	23	19	0	33	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	27	13	30	30	13	26	26	18	31	31
g / C, Green / Cycle	0.10	0.27	0.13	0.30	0.30	0.13	0.26	0.26	0.18	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.23	0.04	0.16	0.34	0.11
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	179	462	239	574	488	242	923	412	332	1103	492
d1, Uniform Delay [s]	44.19	35.24	42.42	27.09	30.03	42.37	36.03	28.84	39.80	34.76	27.10
k, delay calibration	0.17	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.13	0.12	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.94	23.25	8.19	1.58	5.98	10.81	3.54	0.16	9.04	55.21	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.90	0.85	0.34	0.63	0.86	0.90	0.15	0.89	1.11	0.36
d, Delay for Lane Group [s/veh]	58.13	58.49	50.61	28.67	36.01	53.18	39.57	29.00	48.84	89.97	27.54
Lane Group LOS	E	E	D	C	D	D	D	C	D	F	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.30	12.68	5.45	3.85	7.13	5.41	9.44	1.07	7.38	20.57	3.06
50th-Percentile Queue Length [ft/ln]	107.50	316.98	136.22	96.20	178.29	135.30	235.92	26.86	184.61	514.17	76.41
95th-Percentile Queue Length [veh/ln]	7.70	18.52	9.28	6.93	11.51	9.23	14.47	1.93	11.84	29.93	5.50
95th-Percentile Queue Length [ft/ln]	192.52	462.97	231.92	173.17	287.78	230.67	361.87	48.35	296.03	748.18	137.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.13	58.49	58.49	50.61	28.67	36.01	53.18	39.57	29.00	48.84	89.97	27.54
Movement LOS	E	E	E	D	C	D	D	D	C	D	F	C
d_A, Approach Delay [s/veh]	58.39			38.22			41.55			76.41		
Approach LOS	E			D			D			E		
d_I, Intersection Delay [s/veh]	57.88											
Intersection LOS	E											
Intersection V/C	0.809											

Emissions

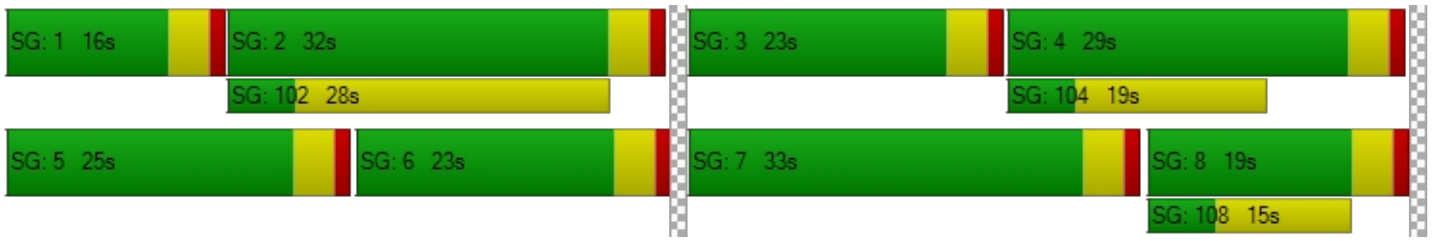
Vehicle Miles Traveled [mph]	20.76	58.35	28.26	26.87	42.59	103.59	415.87	30.53	76.80	321.05	45.72
Stops [stops/h]	154.80	456.45	196.15	138.53	256.73	194.83	679.45	38.68	265.84	1480.80	110.03
Fuel consumption [US gal/h]	3.28	9.33	4.11	2.87	5.14	9.32	33.22	2.10	10.43	60.74	4.55
CO [g/h]	229.14	651.87	287.56	200.30	359.47	651.76	2322.30	146.77	728.98	4245.99	318.29
NOx [g/h]	44.58	126.83	55.95	38.97	69.94	126.81	451.84	28.56	141.83	826.11	61.93
VOC [g/h]	53.10	151.08	66.64	46.42	83.31	151.05	538.22	34.01	168.95	984.05	73.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.354	2.516	3.336	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	560	300	500
d_b, Bicycle Delay [s]	32.81	25.92	36.13	28.13
l_b,int, Bicycle LOS Score for Intersection	2.589	2.837	2.479	2.995
Bicycle LOS	B	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	95	228	136	25	238	75	77	416	109	212	782	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	33	0	30	16	0	23	65	3	0	70	99
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	41	0	0	23	0	0	34	0	0	34
Total Hourly Volume [veh/h]	140	309	124	60	304	68	116	568	101	257	1016	103
Peak Hour Factor	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051	0.9051
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	85	34	17	84	19	32	157	28	71	281	28
Total Analysis Volume [veh/h]	155	341	137	66	336	75	128	628	112	284	1122	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	14	24	0	19	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	26	0	18	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	7	19	19	13	25	25
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.09	0.27	0.27	0.18	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.08	0.32	0.07	0.17	0.07	0.16	0.31	0.07
s, saturation flow rate [veh/h]	990	1900	1615	1479	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	159	723	615	621	169	963	430	329	1282	572
d1, Uniform Delay [s]	27.08	16.37	14.67	19.90	30.95	22.80	20.24	27.80	21.14	15.69
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	64.97	2.20	0.84	8.82	6.70	0.75	0.32	7.78	2.05	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.47	0.22	0.77	0.76	0.65	0.26	0.86	0.88	0.20
d, Delay for Lane Group [s/veh]	92.05	18.57	15.51	28.72	37.65	23.55	20.56	35.58	23.19	15.86
Lane Group LOS	F	B	B	C	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.32	3.97	1.41	7.70	2.29	4.25	1.35	4.95	7.84	1.15
50th-Percentile Queue Length [ft/ln]	133.10	99.23	35.34	192.42	57.13	106.25	33.81	123.66	196.07	28.87
95th-Percentile Queue Length [veh/ln]	9.11	7.14	2.54	12.25	4.11	7.63	2.43	8.59	12.44	2.08
95th-Percentile Queue Length [ft/ln]	227.70	178.62	63.61	306.17	102.83	190.77	60.85	214.84	310.89	51.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	92.05	18.57	15.51	28.72	28.72	28.72	37.65	23.55	20.56	35.58	23.19	15.86
Movement LOS	F	B	B	C	C	C	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	35.90			28.72			25.24			24.96		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	27.52											
Intersection LOS	C											
Intersection V/C	0.703											

Emissions

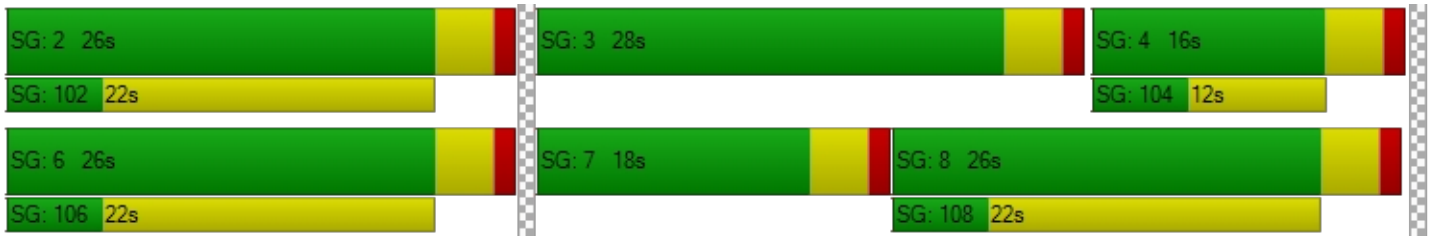
Vehicle Miles Traveled [mph]	58.56	128.84	51.76	239.65	64.76	317.71	56.66	142.12	561.49	57.05
Stops [stops/h]	273.80	204.13	72.70	395.84	117.52	437.14	69.54	254.38	806.68	59.39
Fuel consumption [US gal/h]	8.32	8.24	3.11	15.92	4.45	18.68	3.18	9.65	33.33	2.99
CO [g/h]	581.22	576.19	217.44	1113.10	311.39	1306.05	222.39	674.26	2330.02	209.35
NOx [g/h]	113.08	112.10	42.31	216.57	60.58	254.11	43.27	131.19	453.34	40.73
VOC [g/h]	134.70	133.54	50.39	257.97	72.17	302.69	51.54	156.27	540.01	48.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.768	2.553	3.204	3.110
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	343
d_b, Bicycle Delay [s]	16.46	16.46	16.46	24.03
l_b,int, Bicycle LOS Score for Intersection	2.672	2.385	2.304	2.842
Bicycle LOS	B	B	B	C

Sequence

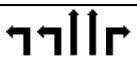
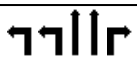
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	84.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.976

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	445	1	21	522	191	239	69	2	2	51	43
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	65	0	0	101	0	0	30	0	0	60
Total Hourly Volume [veh/h]	328	1062	194	204	975	304	535	680	91	312	798	181
Peak Hour Factor	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432	0.8432
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	315	58	60	289	90	159	202	27	93	237	54
Total Analysis Volume [veh/h]	389	1259	230	242	1156	361	634	806	108	370	946	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	37	0	8	32	0	10	34	0	15	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	46	0	13	36	0	18	36	0	25	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	47	47	9	37	37	14	33	33	15	34	34
g / C, Green / Cycle	0.16	0.39	0.39	0.08	0.30	0.30	0.12	0.28	0.28	0.13	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.21	0.35	0.14	0.07	0.32	0.13	0.18	0.22	0.07	0.11	0.26	0.13
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	287	1402	626	264	1101	870	410	1007	450	442	1040	464
d1, Uniform Delay [s]	50.50	34.52	26.24	55.13	41.75	33.25	53.00	40.20	33.48	51.26	41.25	35.14
k, delay calibration	0.50	0.11	0.11	0.11	0.50	0.50	0.25	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	182.06	2.32	0.36	12.39	41.37	1.46	251.87	1.52	0.27	4.28	3.47	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.36	0.90	0.37	0.92	1.05	0.42	1.55	0.80	0.24	0.84	0.91	0.46
d, Delay for Lane Group [s/veh]	232.56	36.84	26.60	67.53	83.12	34.71	304.87	41.72	33.76	55.54	44.72	35.86
Lane Group LOS	F	D	C	E	F	C	F	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.83	16.72	4.58	4.00	21.84	4.23	20.40	10.95	2.43	5.60	13.58	5.16
50th-Percentile Queue Length [ft/ln]	570.65	417.93	114.51	99.93	546.07	105.76	510.01	273.74	60.77	140.03	339.48	128.93
95th-Percentile Queue Length [veh/ln]	34.95	23.42	8.09	7.19	30.46	7.60	32.32	16.38	4.38	9.48	19.62	8.88
95th-Percentile Queue Length [ft/ln]	873.79	585.57	202.26	179.87	761.58	190.09	807.92	409.40	109.38	237.07	490.56	222.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	232.56	36.84	26.60	67.53	83.12	34.71	304.87	41.72	33.76	55.54	44.72	35.86
Movement LOS	F	D	C	E	F	C	F	D	C	E	D	D
d_A, Approach Delay [s/veh]	76.13			71.04			148.94			46.09		
Approach LOS	E			E			F			D		
d_I, Intersection Delay [s/veh]	84.73											
Intersection LOS	F											
Intersection V/C	0.976											

Emissions

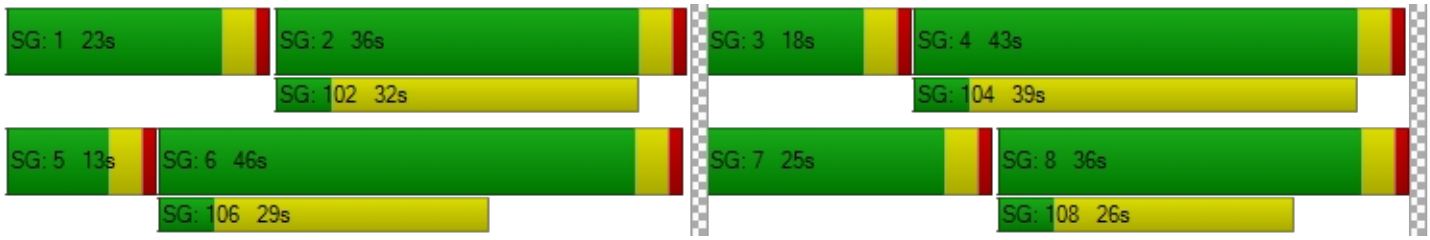
Vehicle Miles Traveled [mph]	146.45	473.98	86.59	120.78	576.93	180.17	141.21	179.52	24.05	187.19	478.59	108.77
Stops [stops/h]	684.78	1003.04	137.42	239.83	1310.56	253.83	1224.01	656.97	72.92	336.08	814.75	154.71
Fuel consumption [US gal/h]	31.94	38.16	5.92	10.45	55.62	11.88	56.41	19.73	2.32	14.19	33.76	6.98
CO [g/h]	2232.63	2667.21	413.93	730.24	3887.96	830.49	3942.91	1378.94	162.16	991.73	2359.53	488.25
NOx [g/h]	434.39	518.94	80.54	142.08	756.46	161.58	767.15	268.29	31.55	192.95	459.08	95.00
VOC [g/h]	517.43	618.15	95.93	169.24	901.07	192.47	913.81	319.58	37.58	229.84	546.84	113.16

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.440	3.663	3.332	3.239
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	533	533	650
d_b, Bicycle Delay [s]	25.35	32.27	32.27	27.34
l_b,int, Bicycle LOS Score for Intersection	3.163	3.094	2.861	2.872
Bicycle LOS	C	C	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	40.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.221

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	148	0	1107	942	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.2100	1.0000	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	0	524	413	102
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	251	0	1863	1553	188
Peak Hour Factor	1.0000	0.8409	1.0000	0.7814	0.9648	0.9648
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	75	0	596	402	49
Total Analysis Volume [veh/h]	0	298	0	2384	1610	195
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.22	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	40.45	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	3.61	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	90.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	40.45		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.69					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	192	0	423	0	0	0	69	686	0	0	719	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	329	0	0	0	45	194	0	0	316	170
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	210	0	0	0	0	0	0	0	0	155
Total Hourly Volume [veh/h]	321	0	631	0	0	0	128	1024	0	0	1186	465
Peak Hour Factor	0.8887	0.8887	0.8887	1.0000	1.0000	1.0000	0.8887	0.8887	1.0000	1.0000	0.8887	0.8887
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	0	178	0	0	0	36	288	0	0	334	131
Total Analysis Volume [veh/h]	361	0	710	0	0	0	144	1152	0	0	1334	523
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	17	0	0	0	0	5	35	0	0	26	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	28	0	0	0	0	12	52	0	0	40	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29		8	43	31	31
g / C, Green / Cycle	0.36	0.36		0.10	0.54	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.20	0.25		0.08	0.32	0.26	0.32
s, saturation flow rate [veh/h]	1810	2859		1810	3618	5176	1615
c, Capacity [veh/h]	658	1040		179	1940	2005	626
d1, Uniform Delay [s]	20.22	21.54		35.30	12.63	20.22	22.20
k, delay calibration	0.50	0.50		0.22	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.27	3.63		15.28	0.29	0.38	6.70
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.68		0.81	0.59	0.67	0.84
d, Delay for Lane Group [s/veh]	23.49	25.17		50.58	12.92	20.61	28.90
Lane Group LOS	C	C		D	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.46	5.62		3.37	5.98	6.23	9.12
50th-Percentile Queue Length [ft/ln]	136.56	140.49		84.25	149.47	155.85	228.02
95th-Percentile Queue Length [veh/ln]	9.30	9.51		6.07	9.99	10.33	14.07
95th-Percentile Queue Length [ft/ln]	232.39	237.69		151.65	249.72	258.22	351.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.49	23.49	25.17	0.00	0.00	0.00	50.58	12.92	0.00	0.00	20.61	28.90
Movement LOS	C	C	C				D	B			C	C
d_A, Approach Delay [s/veh]	24.60			0.00			17.10			22.94		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	21.57											
Intersection LOS	C											
Intersection V/C	0.652											

Emissions

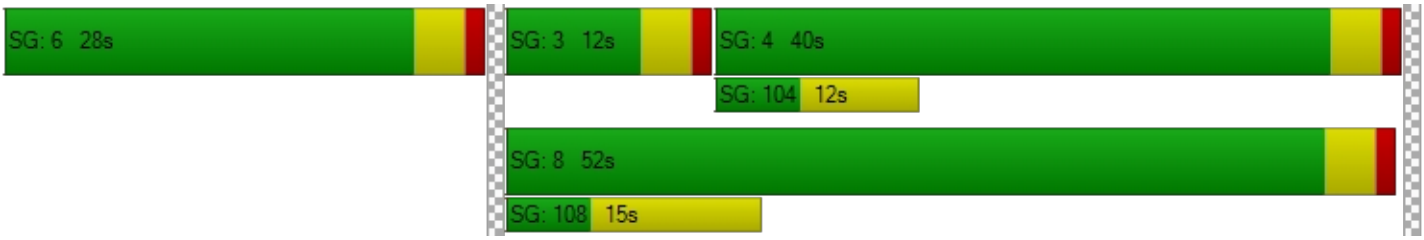
Vehicle Miles Traveled [mph]	62.75	123.41		11.93	95.44	73.32	28.75
Stops [stops/h]	245.81	505.78		151.65	538.09	841.59	410.44
Fuel consumption [US gal/h]	6.39	13.03		3.40	11.73	16.49	8.14
CO [g/h]	446.53	910.52		237.60	820.17	1152.56	568.82
NOx [g/h]	86.88	177.15		46.23	159.58	224.25	110.67
VOC [g/h]	103.49	211.02		55.07	190.08	267.12	131.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.790	2.111	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1200	900
d_b, Bicycle Delay [s]	19.60	40.00	6.40	12.10
l_b,int, Bicycle LOS Score for Intersection	3.673	4.132	2.629	2.666
Bicycle LOS	D	D	B	B

Sequence

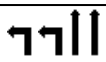
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	193	0	89	0	46	45	315	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	46	0	0	51	0	0	0
Total Hourly Volume [veh/h]	0	0	0	527	1	136	0	626	151	708	798	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8189	0.8189	0.8189	1.0000	0.7346	0.7346	0.9069	0.9069	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	161	0	42	0	213	51	195	220	0
Total Analysis Volume [veh/h]	0	0	0	644	1	166	0	852	206	781	880	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	13	0	0	21	0	14	39	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	30	0	0	18	0	12	30	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		10	10	10	21	21	17	42
g / C, Green / Cycle		0.17	0.17	0.17	0.35	0.35	0.28	0.70
(v / s)_i Volume / Saturation Flow Rate		0.18	0.18	0.10	0.28	0.30	0.22	0.24
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1778	3514	3618
c, Capacity [veh/h]		309	310	276	667	624	976	2517
d1, Uniform Delay [s]		24.87	24.87	22.98	17.50	17.98	20.12	3.67
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		62.53	62.50	9.33	2.18	3.29	1.57	0.08
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.04	1.04	0.60	0.79	0.85	0.80	0.35
d, Delay for Lane Group [s/veh]		87.40	87.37	32.31	19.68	21.27	21.69	3.76
Lane Group LOS		F	F	C	B	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.29	9.29	2.66	5.88	6.20	4.57	1.03
50th-Percentile Queue Length [ft/ln]		232.36	232.34	66.45	147.06	154.99	114.30	25.67
95th-Percentile Queue Length [veh/ln]		14.58	14.58	4.78	9.86	10.28	8.08	1.85
95th-Percentile Queue Length [ft/ln]		364.41	364.38	119.62	246.50	257.07	201.97	46.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	87.39	87.37	32.31	0.00	20.28	21.27	21.69	3.76	0.00
Movement LOS				F	F	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			76.11			20.47			12.19		
Approach LOS	A			E			C			B		
d_I, Intersection Delay [s/veh]	29.36											
Intersection LOS	C											
Intersection V/C	0.698											

Emissions

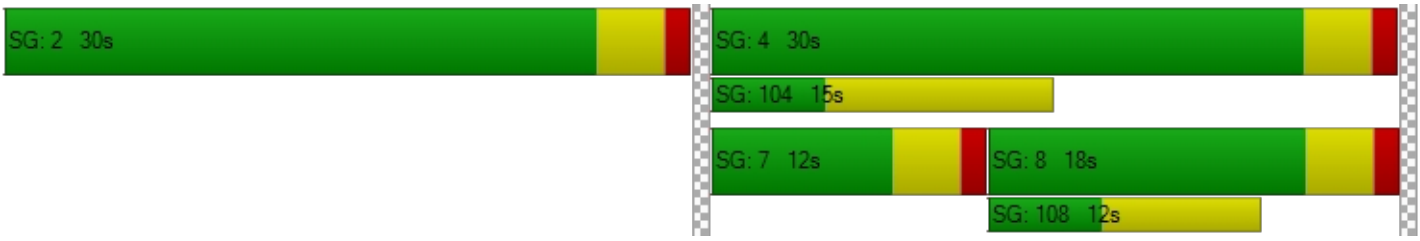
Vehicle Miles Traveled [mph]		27.88	27.89	14.35	140.20	140.20	64.70	72.91
Stops [stops/h]		557.66	557.63	159.49	352.95	371.97	548.65	123.21
Fuel consumption [US gal/h]		12.21	12.21	3.17	10.61	10.97	11.16	4.49
CO [g/h]		853.63	853.54	221.75	741.48	766.53	779.74	314.16
NOx [g/h]		166.09	166.07	43.14	144.26	149.14	151.71	61.12
VOC [g/h]		197.84	197.82	51.39	171.84	177.65	180.71	72.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.202	2.358	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	867	467	867
d_b, Bicycle Delay [s]	30.00	9.63	17.63	9.63
l_b,int, Bicycle LOS Score for Intersection	4.132	2.974	2.475	2.930
Bicycle LOS	D	C	B	C

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	37.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.961

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	10	9	10	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	510	12	35	725	63	86	28	79	16	67	45
Peak Hour Factor	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569	0.8569
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	149	4	10	212	18	25	8	23	5	20	13
Total Analysis Volume [veh/h]	99	595	14	41	846	74	100	33	92	19	78	53
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	432	460	463	448	478	486	429	419
Degree of Utilization, x	0.23	0.66	0.66	0.09	0.96	0.95	0.52	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.88	4.72	4.68	0.30	12.03	11.61	2.96	1.60
95th-Percentile Queue Length [ft]	21.88	118.08	117.07	7.52	300.72	290.18	74.05	39.95
Approach Delay [s/veh]	22.89			55.41			20.26	16.31
Approach LOS	C			F			C	C
Intersection Delay [s/veh]	37.41							
Intersection LOS	E							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1001	201	46	655	161	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	548	10	5	520	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	63	0	0	0	39
Total Hourly Volume [veh/h]	1759	190	61	1313	204	117
Peak Hour Factor	0.8199	0.8199	0.8199	0.8199	0.8199	0.8199
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	536	58	19	400	62	36
Total Analysis Volume [veh/h]	2145	232	74	1601	249	143
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	21	0	5	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	73	92	28	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	83	83	6	93	19	19
g / C, Green / Cycle	0.69	0.69	0.05	0.78	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.63	0.65	0.04	0.44	0.14	0.09
s, saturation flow rate [veh/h]	1900	1837	1810	3618	1810	1615
c, Capacity [veh/h]	1309	1266	99	2812	282	252
d1, Uniform Delay [s]	15.48	16.43	55.88	5.34	49.56	46.89
k, delay calibration	0.50	0.50	0.11	0.50	0.21	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.74	14.37	10.49	0.84	15.74	2.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.94	0.75	0.57	0.88	0.57
d, Delay for Lane Group [s/veh]	26.23	30.80	66.37	6.18	65.30	48.90
Lane Group LOS	C	C	E	A	E	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	25.40	27.85	2.45	5.87	8.59	4.14
50th-Percentile Queue Length [ft/ln]	634.89	696.29	61.18	146.66	214.76	103.43
95th-Percentile Queue Length [veh/ln]	33.66	36.51	4.40	9.84	13.40	7.45
95th-Percentile Queue Length [ft/ln]	841.50	912.67	110.12	245.97	334.92	186.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.26	30.80	66.37	6.18	65.30	48.90
Movement LOS	C	C	E	A	E	D
d_A, Approach Delay [s/veh]	28.51		8.84		59.32	
Approach LOS	C		A		E	
d_I, Intersection Delay [s/veh]	23.81					
Intersection LOS	C					
Intersection V/C	0.826					

Emissions

Vehicle Miles Traveled [mph]	516.03	516.03	27.86	602.73	124.99	71.78
Stops [stops/h]	761.87	835.55	73.41	351.99	257.71	124.12
Fuel consumption [US gal/h]	33.50	35.53	2.87	27.05	9.92	5.13
CO [g/h]	2341.94	2483.22	200.41	1890.80	693.25	358.37
NOx [g/h]	455.66	483.14	38.99	367.88	134.88	69.72
VOC [g/h]	542.77	575.51	46.45	438.21	160.67	83.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.486	2.228
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	250	1467	400
d_b, Bicycle Delay [s]	45.94	4.27	38.40
l_b,int, Bicycle LOS Score for Intersection	3.573	2.941	1.560
Bicycle LOS	D	C	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	40.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	62	727	8	59	577	233	172	65	55	1	93	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	523	0	15	503	9	10	0	0	0	0	27
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	73	0	0	17	0	0	37
Total Hourly Volume [veh/h]	75	1403	7	86	1201	218	218	79	50	1	113	109
Peak Hour Factor	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922	0.7922
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	443	2	27	379	69	69	25	16	0	36	34
Total Analysis Volume [veh/h]	95	1771	9	109	1516	275	275	100	63	1	143	138
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	25	0	14	26	0	31	32	0	29	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	8	49	49	17	28	28	0	11	11
g / C, Green / Cycle	0.07	0.48	0.48	0.08	0.49	0.49	0.17	0.28	0.28	0.00	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.49	0.01	0.06	0.42	0.17	0.15	0.05	0.04	0.00	0.08	0.09
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	121	1741	777	137	1773	792	313	531	452	6	209	178
d1, Uniform Delay [s]	45.94	25.94	13.53	45.44	22.38	15.67	40.33	27.39	27.00	49.70	42.82	43.30
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.13	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.53	26.02	0.03	10.00	5.52	1.21	9.08	0.17	0.14	12.57	3.92	7.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	1.02	0.01	0.79	0.86	0.35	0.88	0.19	0.14	0.17	0.68	0.78
d, Delay for Lane Group [s/veh]	56.47	51.96	13.56	55.44	27.90	16.87	49.42	27.56	27.14	62.27	46.74	50.40
Lane Group LOS	E	F	B	E	C	B	D	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.60	24.46	0.10	2.95	15.17	3.77	7.08	1.76	1.09	0.05	3.50	3.54
50th-Percentile Queue Length [ft/ln]	64.89	611.57	2.60	73.64	379.25	94.33	177.12	43.98	27.37	1.13	87.51	88.60
95th-Percentile Queue Length [veh/ln]	4.67	33.02	0.19	5.30	21.56	6.79	11.45	3.17	1.97	0.08	6.30	6.38
95th-Percentile Queue Length [ft/ln]	116.81	825.45	4.68	132.55	538.94	169.79	286.25	79.17	49.26	2.03	157.52	159.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.47	51.96	13.56	55.44	27.90	16.87	49.42	27.56	27.14	62.27	46.74	50.40
Movement LOS	E	F	B	E	C	B	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	52.00			27.88			41.22			48.59		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	40.54											
Intersection LOS	D											
Intersection V/C	0.787											

Emissions

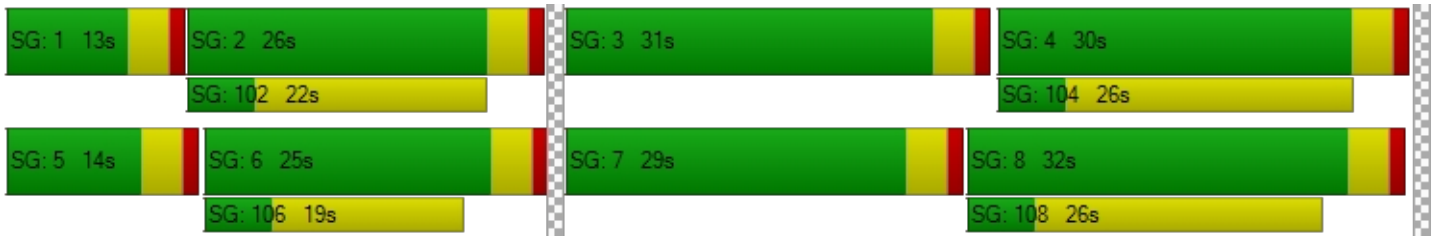
Vehicle Miles Traveled [mph]	27.47	512.16	2.60	20.93	291.11	52.81	31.00	11.27	7.10	0.13	18.05	17.42
Stops [stops/h]	93.45	1761.32	3.74	106.04	1092.24	135.83	255.05	63.34	39.41	1.62	126.01	127.59
Fuel consumption [US gal/h]	3.20	58.18	0.16	3.27	32.17	4.44	7.00	1.73	1.08	0.04	3.55	3.60
CO [g/h]	223.35	4066.78	11.22	228.26	2248.38	310.59	489.23	121.25	75.58	2.60	247.84	251.56
NOx [g/h]	43.46	791.25	2.18	44.41	437.45	60.43	95.19	23.59	14.71	0.51	48.22	48.94
VOC [g/h]	51.76	942.52	2.60	52.90	521.08	71.98	113.38	28.10	17.52	0.60	57.44	58.30

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.311	3.586	2.635	2.388
Crosswalk LOS	C	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	440	560	520
d_b, Bicycle Delay [s]	31.21	30.42	25.92	27.38
l_b,int, Bicycle LOS Score for Intersection	3.109	3.187	2.310	1.823
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	50	195	85	16	57	38	101	876	57	28	1438	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	23	0	18	5	1	276	18	46	383	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	13	0	0	22	0	0	33
Total Hourly Volume [veh/h]	69	244	94	19	87	38	123	1336	65	80	2123	100
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	66	26	5	24	10	33	363	18	22	578	27
Total Analysis Volume [veh/h]	75	266	102	21	95	41	134	1454	71	87	2310	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	39	0	9	36	0	15	60	0	12	57	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	3	34	34	11	57	57	7	53	53
g / C, Green / Cycle	0.05	0.31	0.31	0.02	0.28	0.28	0.09	0.47	0.47	0.06	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.01	0.03	0.03	0.07	0.28	0.04	0.05	0.45	0.07
s, saturation flow rate [veh/h]	1810	1900	1725	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	97	592	538	40	1014	453	161	2441	762	110	2297	717
d1, Uniform Delay [s]	56.05	31.58	31.68	58.03	31.91	31.88	53.81	23.29	17.52	55.58	33.37	19.90
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.25	0.11	0.11	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.12	1.43	1.64	10.04	0.18	0.40	22.01	0.23	0.05	17.39	10.08	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.32	0.33	0.52	0.09	0.09	0.83	0.60	0.09	0.79	1.01	0.15
d, Delay for Lane Group [s/veh]	68.17	33.01	33.32	68.07	32.09	32.28	75.82	23.53	17.57	72.97	43.45	20.00
Lane Group LOS	E	C	C	E	C	C	E	C	B	E	F	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.52	4.33	4.08	0.73	1.02	0.91	4.80	9.20	1.02	3.03	22.12	1.71
50th-Percentile Queue Length [ft/ln]	62.93	108.28	102.01	18.24	25.55	22.72	119.90	230.07	25.48	75.66	552.92	42.87
95th-Percentile Queue Length [veh/ln]	4.53	7.74	7.34	1.31	1.84	1.64	8.39	14.18	1.83	5.45	29.96	3.09
95th-Percentile Queue Length [ft/ln]	113.27	193.61	183.62	32.83	45.99	40.89	209.69	354.45	45.87	136.19	748.88	77.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.17	33.10	33.32	68.07	32.09	32.28	75.82	23.53	17.57	72.97	43.45	20.00
Movement LOS	E	C	C	E	C	C	E	C	B	E	F	B
d_A, Approach Delay [s/veh]	39.09			36.95			27.49			43.46		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	37.28											
Intersection LOS	D											
Intersection V/C	0.635											

Emissions

Vehicle Miles Traveled [mph]	43.55	110.53	103.18	3.68	16.63	7.18	15.20	164.90	8.05	21.74	577.31	27.24
Stops [stops/h]	75.51	129.94	122.41	21.88	61.31	27.26	143.88	828.26	30.58	90.79	1990.53	51.44
Fuel consumption [US gal/h]	3.47	6.68	6.26	0.69	1.95	0.85	5.25	27.86	1.09	3.71	76.71	2.31
CO [g/h]	242.70	467.13	437.81	48.16	136.51	59.72	366.84	1947.52	76.27	259.01	5361.97	161.49
NOx [g/h]	47.22	90.89	85.18	9.37	26.56	11.62	71.37	378.92	14.84	50.39	1043.24	31.42
VOC [g/h]	56.25	108.26	101.47	11.16	31.64	13.84	85.02	451.36	17.68	60.03	1242.69	37.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.580	2.660	3.714	3.714
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	933	883
d_b, Bicycle Delay [s]	30.10	32.27	17.07	18.70
l_b,int, Bicycle LOS Score for Intersection	1.951	1.700	2.484	2.956
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	55	354	10	9	104	21	15	115	50	12	154	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	39	0	0	81	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	6	0	0	15	0	0	1
Total Hourly Volume [veh/h]	67	467	9	11	207	19	18	139	46	15	186	3
Peak Hour Factor	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240	0.7240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	161	3	4	71	7	6	48	16	5	64	1
Total Analysis Volume [veh/h]	93	645	12	15	286	26	25	192	64	21	257	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	29	0	13	26	0	9	29	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	50	50	1	46	46	2	10	10	2	10	10
g / C, Green / Cycle	0.07	0.63	0.63	0.02	0.58	0.58	0.03	0.13	0.13	0.02	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.17	0.17	0.01	0.08	0.08	0.01	0.07	0.07	0.01	0.07	0.07
s, saturation flow rate [veh/h]	1810	1900	1888	1810	1900	1845	1810	1900	1743	1810	1900	1890
c, Capacity [veh/h]	122	1194	1187	33	1102	1070	49	246	226	43	240	238
d1, Uniform Delay [s]	36.69	6.68	6.68	38.86	7.70	7.71	38.41	32.56	32.66	38.58	32.80	32.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.54	0.57	0.58	9.16	0.27	0.28	8.12	1.78	2.13	8.48	1.93	1.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.28	0.28	0.45	0.14	0.14	0.51	0.53	0.56	0.49	0.55	0.55
d, Delay for Lane Group [s/veh]	46.23	7.25	7.26	48.01	7.97	7.99	46.52	34.34	34.79	47.06	34.73	34.76
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	2.05	2.04	0.36	1.07	1.06	0.58	2.40	2.33	0.50	2.42	2.41
50th-Percentile Queue Length [ft/ln]	50.13	51.22	50.94	9.03	26.72	26.38	14.48	60.11	58.15	12.39	60.48	60.36
95th-Percentile Queue Length [veh/ln]	3.61	3.69	3.67	0.65	1.92	1.90	1.04	4.33	4.19	0.89	4.35	4.35
95th-Percentile Queue Length [ft/ln]	90.24	92.19	91.69	16.25	48.10	47.48	26.06	108.20	104.66	22.30	108.87	108.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.23	7.25	7.26	48.01	7.98	7.99	46.52	34.49	34.79	47.06	34.75	34.76
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	12.09			9.82			35.63			35.67		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	19.72											
Intersection LOS	B											
Intersection V/C	0.265											

Emissions

Vehicle Miles Traveled [mph]	46.22	163.75	162.76	8.71	91.34	89.85	1.10	5.76	5.52	10.53	65.54	65.36
Stops [stops/h]	90.24	92.19	91.69	16.25	48.10	47.48	26.06	108.20	104.66	22.30	108.87	108.65
Fuel consumption [US gal/h]	3.58	7.25	7.20	0.65	3.98	3.92	0.47	1.95	1.88	0.77	4.24	4.23
CO [g/h]	250.32	506.47	503.46	45.24	278.49	274.14	33.18	136.13	131.69	53.84	296.41	295.71
NOx [g/h]	48.70	98.54	97.96	8.80	54.18	53.34	6.46	26.49	25.62	10.48	57.67	57.53
VOC [g/h]	58.01	117.38	116.68	10.48	64.54	63.53	7.69	31.55	30.52	12.48	68.70	68.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.633	2.599	2.471	2.412
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	625	550	625	625
d_b, Bicycle Delay [s]	18.91	21.03	18.91	18.91
l_b,int, Bicycle LOS Score for Intersection	2.181	1.834	1.804	1.793
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.269

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	17	328	49	21	55	14	6	61	18	104	109	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	39	0	0	81	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	4	0	0	6	0	0	16
Total Hourly Volume [veh/h]	21	436	44	25	148	13	7	74	16	173	132	49
Peak Hour Factor	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598	0.9598
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	114	11	7	39	3	2	19	4	45	34	13
Total Analysis Volume [veh/h]	22	454	46	26	154	14	7	77	17	180	138	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	11	26	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	43	43	2	44	44	1	9	9	10	18	18
g / C, Green / Cycle	0.02	0.54	0.54	0.03	0.54	0.54	0.01	0.11	0.11	0.12	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.13	0.01	0.04	0.01	0.00	0.02	0.01	0.10	0.04	0.03
s, saturation flow rate [veh/h]	1810	1900	1839	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	44	1028	995	50	1969	879	17	401	179	218	802	358
d1, Uniform Delay [s]	38.54	9.73	9.74	38.37	8.68	8.38	39.39	32.31	31.96	34.35	25.19	25.02
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.37	0.57	0.60	8.06	0.08	0.03	14.28	0.23	0.23	13.08	0.10	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.25	0.25	0.52	0.08	0.02	0.40	0.19	0.09	0.83	0.17	0.14
d, Delay for Lane Group [s/veh]	46.90	10.30	10.33	46.43	8.76	8.42	53.67	32.54	32.19	47.44	25.29	25.20
Lane Group LOS	D	B	B	D	A	A	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.52	2.30	2.25	0.59	0.55	0.10	0.20	0.65	0.29	3.99	1.00	0.74
50th-Percentile Queue Length [ft/ln]	13.04	57.38	56.13	14.71	13.69	2.51	4.97	16.26	7.25	99.67	24.92	18.53
95th-Percentile Queue Length [veh/ln]	0.94	4.13	4.04	1.06	0.99	0.18	0.36	1.17	0.52	7.18	1.79	1.33
95th-Percentile Queue Length [ft/ln]	23.47	103.29	101.04	26.47	24.65	4.52	8.94	29.27	13.04	179.40	44.85	33.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.90	10.31	10.33	46.43	8.76	8.42	53.67	32.54	32.19	47.44	25.29	25.20
Movement LOS	D	B	B	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.86			13.78			33.95			36.08		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	21.59											
Intersection LOS	C											
Intersection V/C	0.269											

Emissions

Vehicle Miles Traveled [mph]	11.05	127.14	123.94	12.92	76.53	6.96	1.17	12.85	2.84	77.48	59.40	21.95
Stops [stops/h]	23.47	103.29	101.04	26.47	49.29	4.52	8.94	58.54	13.04	179.40	89.70	33.36
Fuel consumption [US gal/h]	0.79	6.34	6.18	1.02	3.51	0.32	0.23	1.68	0.37	6.62	3.86	1.43
CO [g/h]	55.53	442.84	431.95	71.13	245.40	22.28	15.91	117.31	25.92	463.03	269.93	99.88
NOx [g/h]	10.80	86.16	84.04	13.84	47.75	4.33	3.10	22.83	5.04	90.09	52.52	19.43
VOC [g/h]	12.87	102.63	100.11	16.49	56.87	5.16	3.69	27.19	6.01	107.31	62.56	23.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.491	2.631	2.527	2.605
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	550	650
d_b, Bicycle Delay [s]	18.23	18.23	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	2.003	1.723	1.648	1.877
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	93.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.020

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	352	0	59	416	28	78	0	0	0	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	70	0	0	13	0	0	36
Total Hourly Volume [veh/h]	63	927	40	134	774	211	448	780	38	54	668	109
Peak Hour Factor	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819	0.8819
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	263	11	38	219	60	127	221	11	15	189	31
Total Analysis Volume [veh/h]	71	1051	45	152	878	239	508	884	43	61	757	124
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	47	0	15	53	0	30	47	0	11	28	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	43	43	11	49	49	26	45	45	5	24	24
g / C, Green / Cycle	0.04	0.36	0.36	0.09	0.41	0.41	0.22	0.37	0.37	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.29	0.29	0.08	0.46	0.15	0.28	0.25	0.25	0.03	0.24	0.24
s, saturation flow rate [veh/h]	1810	1900	1873	1810	1900	1615	1810	1900	1869	1810	1900	1808
c, Capacity [veh/h]	75	681	671	166	776	659	392	707	696	80	380	362
d1, Uniform Delay [s]	57.35	34.82	34.82	54.04	35.50	24.65	47.00	31.33	31.37	56.71	48.00	48.00
k, delay calibration	0.24	0.50	0.50	0.32	0.50	0.50	0.50	0.21	0.21	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	58.27	10.11	10.27	38.22	75.01	1.54	150.82	2.06	2.13	13.63	108.03	109.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.81	0.81	0.92	1.13	0.36	1.30	0.66	0.66	0.76	1.19	1.19
d, Delay for Lane Group [s/veh]	115.62	44.92	45.09	92.26	110.51	26.20	197.82	33.39	33.50	70.34	156.03	157.03
Lane Group LOS	F	D	D	F	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.32	15.77	15.59	6.19	37.35	4.81	27.94	11.41	11.29	2.12	22.59	21.60
50th-Percentile Queue Length [ft/ln]	82.94	394.32	389.67	154.84	933.79	120.37	698.42	285.19	282.24	52.98	564.80	539.93
95th-Percentile Queue Length [veh/ln]	5.97	22.29	22.06	10.28	51.72	8.41	41.69	16.95	16.80	3.81	33.20	31.91
95th-Percentile Queue Length [ft/ln]	149.29	557.15	551.53	256.88	1293.07	210.34	1042.31	423.67	420.00	95.37	829.99	797.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	115.62	45.00	45.09	92.26	110.51	26.20	197.82	33.44	33.50	70.34	156.43	157.03
Movement LOS	F	D	D	F	F	C	F	C	C	E	F	F
d_A, Approach Delay [s/veh]	49.30			92.44			91.64			150.93		
Approach LOS	D			F			F			F		
d_I, Intersection Delay [s/veh]	93.19											
Intersection LOS	F											
Intersection V/C	1.020											

Emissions

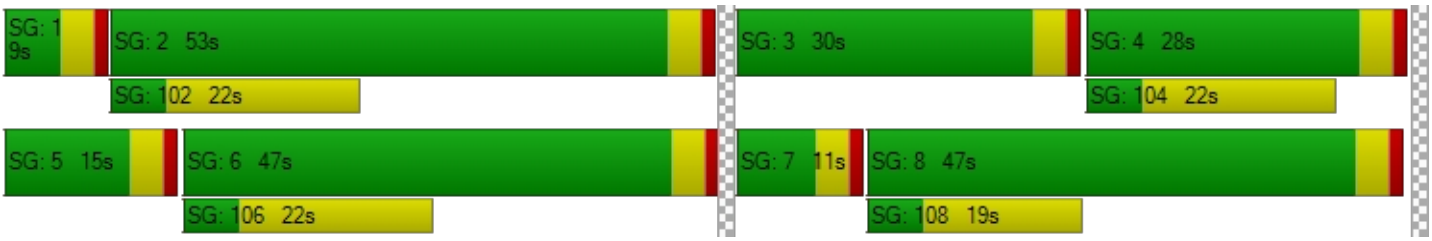
Vehicle Miles Traveled [mph]	5.09	39.53	38.99	43.96	253.91	69.12	47.09	43.24	42.69	7.23	53.54	50.95
Stops [stops/h]	99.53	473.19	467.60	185.81	1120.55	144.45	838.11	342.23	338.69	63.58	677.76	647.91
Fuel consumption [US gal/h]	3.08	12.28	12.14	6.67	42.38	5.44	28.54	7.39	7.31	1.63	21.47	20.54
CO [g/h]	215.44	858.57	848.82	466.26	2962.22	380.20	1995.23	516.65	511.27	113.72	1500.69	1435.67
NOx [g/h]	41.92	167.05	165.15	90.72	576.34	73.97	388.20	100.52	99.47	22.13	291.98	279.33
VOC [g/h]	49.93	198.98	196.72	108.06	686.52	88.12	462.41	119.74	118.49	26.36	347.80	332.73

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.962	3.309	2.922	2.838
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	817	717	400
d_b, Bicycle Delay [s]	24.70	21.00	24.70	38.40
l_b,int, Bicycle LOS Score for Intersection	2.534	3.769	2.754	2.366
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	176	595	607	26	35	100
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	7	0	25
Total Hourly Volume [veh/h]	176	595	607	19	35	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	149	152	5	9	19
Total Analysis Volume [veh/h]	176	595	607	19	35	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	50	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	67	54	54	5	5	5
g / C, Green / Cycle	0.12	0.84	0.67	0.67	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.10	0.16	0.12	0.01	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1615	1615
c, Capacity [veh/h]	217	3042	3472	1083	107	96	96
d1, Uniform Delay [s]	34.31	1.21	4.91	4.39	36.10	36.25	36.25
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.07	0.14	0.11	0.03	1.75	2.60	2.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.20	0.17	0.02	0.33	0.39	0.39
d, Delay for Lane Group [s/veh]	41.38	1.36	5.02	4.42	37.86	38.85	38.85
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	0.06	0.89	0.08	0.70	0.76	0.76
50th-Percentile Queue Length [ft/ln]	88.62	1.52	22.22	2.01	17.41	19.05	19.05
95th-Percentile Queue Length [veh/ln]	6.38	0.11	1.60	0.14	1.25	1.37	1.37
95th-Percentile Queue Length [ft/ln]	159.51	2.73	39.99	3.62	31.33	34.29	34.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.38	1.36	5.02	4.42	37.86	38.85
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.49		5.00		38.54	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	10.26					
Intersection LOS	B					
Intersection V/C	0.238					

Emissions

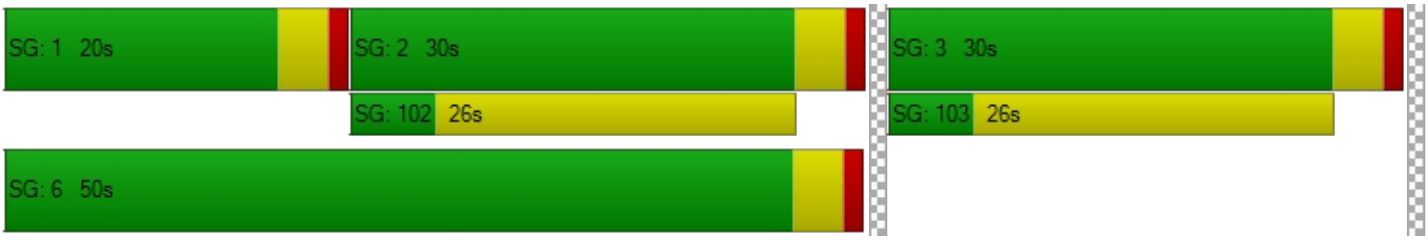
Vehicle Miles Traveled [mph]	27.10	91.63	39.02	1.22	2.75	2.95	2.95
Stops [stops/h]	159.51	5.47	119.98	3.62	31.33	34.29	34.29
Fuel consumption [US gal/h]	4.39	3.37	3.45	0.10	0.56	0.61	0.61
CO [g/h]	307.17	235.78	241.13	7.27	38.87	42.46	42.46
NOx [g/h]	59.76	45.87	46.91	1.41	7.56	8.26	8.26
VOC [g/h]	71.19	54.64	55.88	1.68	9.01	9.84	9.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.809	2.766	2.397
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1150	650	650
d_b, Bicycle Delay [s]	7.23	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	2.196	1.908	1.782
Bicycle LOS	B	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	5	30	148	52	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	5	30	148	52	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	1	8	37	13	6
Total Analysis Volume [veh/h]	58	5	30	148	52	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	774	685	758	646	823
Degree of Utilization, x	0.08	0.04	0.20	0.08	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.14	0.72	0.26	0.08
95th-Percentile Queue Length [ft]	6.62	3.43	18.04	6.55	2.06
Approach Delay [s/veh]	8.06	8.53		8.30	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.38				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	27.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	101	83	64	123	60	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	0	59	24	49	113
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	98	135	169	120	157
Peak Hour Factor	0.7230	0.7230	0.8330	0.8330	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	34	41	51	39	50
Total Analysis Volume [veh/h]	306	136	162	203	154	202
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.14	0.00	0.50	0.23
d_M, Delay for Movement [s/veh]	0.00	0.00	8.72	0.00	27.66	10.37
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.50	0.00	2.62	0.89
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.52	0.00	65.57	22.37
d_A, Approach Delay [s/veh]	0.00		3.87		17.85	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	6.68					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	2	0	6	3	0	16	3
Total Analysis Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.41	0.00	0.00	8.52	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.64	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41			8.52			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.19											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	15	15	0	4	3	4	3	29	10	11
Total Analysis Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.11	0.00	0.02	0.01	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.55	12.20	8.74	12.67	12.58	9.42	7.38	0.00	0.00	7.42	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.45	0.45	0.45	0.02	0.00	0.00	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.19	7.19	7.19	11.24	11.24	11.24	0.50	0.00	0.00	5.84	0.00	0.00
d_A, Approach Delay [s/veh]	9.38			11.96			2.17			4.28		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.65											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	771	708	0	0	43
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	771	708	0	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	193	177	0	0	11
Total Analysis Volume [veh/h]	0	771	708	0	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.06
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.30
d_A, Approach Delay [s/veh]	0.00		0.00		12.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	0	0	200	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	0	0	200	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	0	50	0	3
Total Analysis Volume [veh/h]	52	0	0	200	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.56
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.82
d_A, Approach Delay [s/veh]	0.00		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	630	589	15	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	630	589	15	0	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	158	147	4	0	11
Total Analysis Volume [veh/h]	0	630	589	15	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.44
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.88
d_A, Approach Delay [s/veh]	0.00		0.00		11.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	76	554	570	51	0	35
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	554	570	51	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	139	143	13	0	9
Total Analysis Volume [veh/h]	76	554	570	51	0	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	11.86	0.00	0.00	0.00	0.00	11.24
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.00	0.00	0.18
95th-Percentile Queue Length [ft/ln]	10.79	0.00	0.00	0.00	0.00	4.54
d_A, Approach Delay [s/veh]	1.43		0.00		11.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	365.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.264

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	30	0	6	29	323	0	0	443	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.1800	1.0000	1.1800	1.1800	1.1800	1.0000	1.0000	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	78	20	0	0	21	126	5	102	201	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	78	55	0	7	55	507	5	102	724	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7802	0.7802	0.7802	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	20	14	0	2	18	162	2	33	231	14
Total Analysis Volume [veh/h]	9	0	78	55	0	7	70	650	6	130	925	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.12	1.26	0.00	0.01	0.10	0.01	0.00	0.14	0.01	0.00
d_M, Delay for Movement [s/veh]	64.74	88.76	13.95	365.85	360.48	289.91	10.60	0.00	0.00	9.44	0.00	0.00
Movement LOS	F	F	B	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.00	1.00	1.00	5.74	5.74	5.74	0.33	0.00	0.00	0.48	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.03	25.03	25.03	143.40	143.40	143.40	8.14	0.00	0.00	11.97	0.00	0.00
d_A, Approach Delay [s/veh]	19.21			357.28			1.02			1.11		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	12.99											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	16	0	10	21	296	0	0	449	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.1800	1.0000	1.1800	1.1800	1.1800	1.0000	1.0000	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	7	0	9	0	137	5	0	210	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	26	0	21	25	486	5	0	740	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7802	0.7802	0.7802	0.7828	0.7828	0.7828
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	7	0	5	8	156	2	0	236	15
Total Analysis Volume [veh/h]	0	0	8	26	0	21	32	623	6	0	945	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.04	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	10.30	0.00	0.00	12.21	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			B		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.88	0.00	0.00	3.15	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.30			12.21			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.20											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	4	355	35	59	108
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	355	35	59	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	89	9	15	27
Total Analysis Volume [veh/h]	12	4	355	35	59	108
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.23	9.62	0.00	0.00	8.21	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.16	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.00	0.00	3.94	0.00
d_A, Approach Delay [s/veh]	12.33		0.00		2.90	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	115	99	0	305
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	115	99	0	305
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	29	25	0	76
Total Analysis Volume [veh/h]	0	16	115	99	0	305
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.93	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.31	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	3.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.083

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	250	0	36	109	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	9
Total Hourly Volume [veh/h]	0	250	0	36	109	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	63	0	9	27	0	7
Total Analysis Volume [veh/h]	0	250	0	36	109	0	27
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.07	0.07	0.03	0.03	0.02
s, saturation flow rate [veh/h]	1305	1900	1900	1148	3618	1615
c, Capacity [veh/h]	1143	1584	1584	1011	3015	54
d1, Uniform Delay [s]	0.00	0.89	0.89	1.55	0.86	28.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.10	0.10	0.07	0.02	7.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.08	0.08	0.04	0.04	0.50
d, Delay for Lane Group [s/veh]	0.00	0.99	0.99	1.62	0.88	35.64
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.04	0.04	0.05	0.01	0.47
50th-Percentile Queue Length [ft/ln]	0.00	1.07	1.07	1.35	0.23	11.75
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.08	0.10	0.02	0.85
95th-Percentile Queue Length [ft/ln]	0.00	1.93	1.93	2.42	0.42	21.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.99	0.99	1.62	0.88	0.00	35.64
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]	0.99			1.06		35.64	
Approach LOS	A			A		D	
d_I, Intersection Delay [s/veh]	3.23						
Intersection LOS	A						
Intersection V/C	0.083						

Emissions

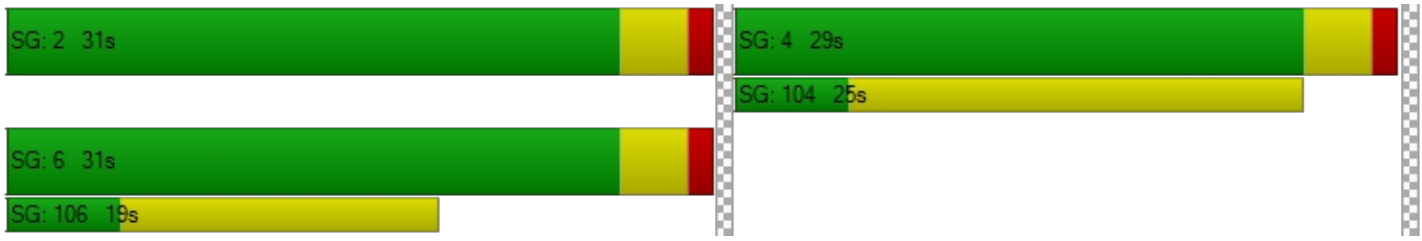
Vehicle Miles Traveled [mph]	0.00	11.36	11.36	1.41	4.28	2.42
Stops [stops/h]	0.00	2.57	2.57	3.23	1.13	28.20
Fuel consumption [US gal/h]	0.00	0.45	0.45	0.09	0.20	0.45
CO [g/h]	0.00	31.21	31.21	6.14	14.12	31.55
NOx [g/h]	0.00	6.07	6.07	1.20	2.75	6.14
VOC [g/h]	0.00	7.23	7.23	1.42	3.27	7.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.386	2.365	2.008
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.766	1.679	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	215	14	0	81
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	215	14	0	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	54	4	0	20
Total Analysis Volume [veh/h]	0	5	215	14	0	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.92	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	4	878	0	12	158
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	878	0	12	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	220	0	3	40
Total Analysis Volume [veh/h]	5	4	878	0	12	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	19.92	11.61	0.00	0.00	9.70	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.10	2.10	0.00	0.00	1.17	0.00
d_A, Approach Delay [s/veh]	16.23		0.00		0.68	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	286	0	9	146	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	0	9	146	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	0	2	37	0	1
Total Analysis Volume [veh/h]	286	0	9	146	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.82	0.00	0.00	9.08
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.53	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00		0.45		9.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	219	15	0	109	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	15	0	109	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	4	0	27	0	8
Total Analysis Volume [veh/h]	219	15	0	109	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.05
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.61
d_A, Approach Delay [s/veh]	0.00		0.00		9.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	232	0	12	97	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	0	12	97	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	0	3	24	0	1
Total Analysis Volume [veh/h]	232	0	12	97	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	0.00	8.92
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.85		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	6	3	94	9	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	6	3	94	9	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	2	1	24	2	4
Total Analysis Volume [veh/h]	217	6	3	94	9	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	10.29	9.01
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.00	2.16	2.16
d_A, Approach Delay [s/veh]	0.00		0.24		9.51	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	223	0	2	101	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	0	2	101	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	1	25	0	0
Total Analysis Volume [veh/h]	223	0	2	101	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.11	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.15		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	220	0	12	89	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	0	12	89	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	3	22	0	1
Total Analysis Volume [veh/h]	220	0	12	89	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	0.00	8.89
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.24
d_A, Approach Delay [s/veh]	0.00		0.91		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	40	0	0	0	0	0	0	50	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.1800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.1800	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	35	0	0	158	9	4	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	9	12	0	40	2	1	0	1	15	0	0
Total Analysis Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	7.36	0.00	0.00	10.14	0.00	9.10	10.60	11.00	9.02
Movement LOS	A	A	A	A	A	A	B		A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.03	0.00	0.03	0.27	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	0.00	0.00	0.00	0.77	0.00	0.77	6.87	6.87	6.87
d_A, Approach Delay [s/veh]	0.96			0.00			9.62			10.60		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.42											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	9	0	13	36	2	2	0	1	6	0	3
Total Analysis Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	7.34	0.00	0.00	10.83	0.00	9.05	10.89	0.00	8.68
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.10	0.00	0.00	0.05	0.00	0.05	0.14	0.00	0.14
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	2.48	0.00	0.00	1.14	0.00	1.14	3.54	0.00	3.54
d_A, Approach Delay [s/veh]	1.12			1.87			10.47			10.15		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.04											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	218	0	7	82	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	0	7	82	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	2	21	0	1
Total Analysis Volume [veh/h]	218	0	7	82	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.39	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.60		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	212	3	0	82	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	3	0	82	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	1	0	21	0	2
Total Analysis Volume [veh/h]	212	3	0	82	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.89
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.57
d_A, Approach Delay [s/veh]	0.00		0.00		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	14	44	159	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	14	44	159	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	11	40	1
Total Analysis Volume [veh/h]	3	3	14	44	159	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.82	9.08	7.53	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	9.45		1.82		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	A					

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Harvest Landing

Vistro File: C:\...\Harvest Landing_OY.vistro
Report File: C:\...\OY II PP PM.pdf

Scenario 8 Opening Year II PP PM
2/20/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	0.928	65.9	E
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	NB Right	0.892	70.1	E
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.783	39.2	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	NB Left	0.681	18.2	B
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.862	56.1	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	WB Left	0.553	11.7	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	NB Left	0.612	33.0	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.727	40.3	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.648	32.3	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Thru	0.927	33.2	D
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	0.868	59.3	E
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	NB Right	1.512	99.9	F
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.800	70.0	E
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	1.416	245.9	F
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.860	23.4	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.800	71.2	E
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.435	32.4	C

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Thru	0.976	125.8	F
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	NB Thru	2.141	664.6	F
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.752	19.8	C
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	SB Left	0.609	163.6	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Thru	0.705	18.8	C
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.772	27.3	C
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	NB Left	0.625	32.7	C
25	Neuvo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.868	48.2	D
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.905	83.6	F
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	2.371	169.4	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.733	24.1	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.836	76.6	E
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	0.623	17.7	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.575	9.8	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	WB Left	0.612	24.1	C
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.681	44.5	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.246	16.0	B
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	NB Left	0.360	28.3	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.954	91.4	F
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	EB Right	0.294	12.9	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.209	8.6	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.639	42.2	E
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.013	8.6	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.202	15.1	C
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.131	13.5	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.018	9.0	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.116	12.3	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.172	13.0	B
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	7.554	3,225.1	F
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Right	0.131	12.2	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.041	12.0	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.038	9.7	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.074	3.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.010	8.7	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.024	13.9	B
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.8	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.060	8.8	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.6	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.023	9.8	A
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.4	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.164	11.6	B
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.053	11.4	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.013	8.5	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.007	9.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	65.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.928

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	943	25	0	774	0	0	0	5	15	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	116	0	0	5	0	0	36	0	0	32
Total Hourly Volume [veh/h]	213	1873	349	225	1631	13	35	433	109	337	375	95
Peak Hour Factor	0.8396	0.8396	0.8396	0.9214	0.9214	0.9214	0.9410	0.9410	0.9410	0.9098	0.9098	0.9098
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	558	104	61	443	4	9	115	29	93	103	26
Total Analysis Volume [veh/h]	254	2231	416	244	1770	14	37	460	116	370	412	104
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	32	0	11	30	0	7	35	0	16	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	36	0	16	29	0	18	39	0	19	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	47	47	12	42	42	3	20	20	15	32	32
g / C, Green / Cycle	0.16	0.43	0.43	0.11	0.38	0.38	0.03	0.18	0.18	0.14	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.14	0.43	0.26	0.13	0.32	0.32	0.02	0.16	0.16	0.20	0.14	0.14
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1770	1810	1900	1770
c, Capacity [veh/h]	284	2205	688	197	1368	716	58	348	324	247	545	508
d1, Uniform Delay [s]	45.47	31.57	24.40	49.00	31.44	31.45	52.58	43.51	43.58	47.50	32.53	32.53
k, delay calibration	0.29	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.60	22.09	3.91	141.95	7.04	12.55	10.79	5.98	6.75	244.86	0.68	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	1.01	0.60	1.24	0.86	0.86	0.63	0.85	0.86	1.50	0.49	0.49
d, Delay for Lane Group [s/veh]	67.07	53.65	28.31	190.95	38.48	44.00	63.37	49.49	50.33	292.36	33.21	33.26
Lane Group LOS	E	F	C	F	D	D	E	D	D	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.26	22.39	8.57	13.03	14.69	16.48	1.16	8.11	7.70	23.30	5.76	5.38
50th-Percentile Queue Length [ft/ln]	206.55	559.74	214.25	325.64	367.24	411.91	28.96	202.74	192.58	582.62	144.05	134.42
95th-Percentile Queue Length [veh/ln]	12.98	30.41	13.37	20.54	20.98	23.13	2.08	12.78	12.26	36.38	9.70	9.18
95th-Percentile Queue Length [ft/ln]	324.40	760.34	334.28	513.47	524.38	578.33	52.12	319.50	306.38	909.40	242.46	229.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.07	53.65	28.31	190.95	40.35	44.00	63.37	49.79	50.33	292.36	33.23	33.26
Movement LOS	E	F	C	F	D	D	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	51.19			58.50			50.71			141.45		
Approach LOS	D			E			D			F		
d_I, Intersection Delay [s/veh]	65.89											
Intersection LOS	E											
Intersection V/C	0.928											

Emissions

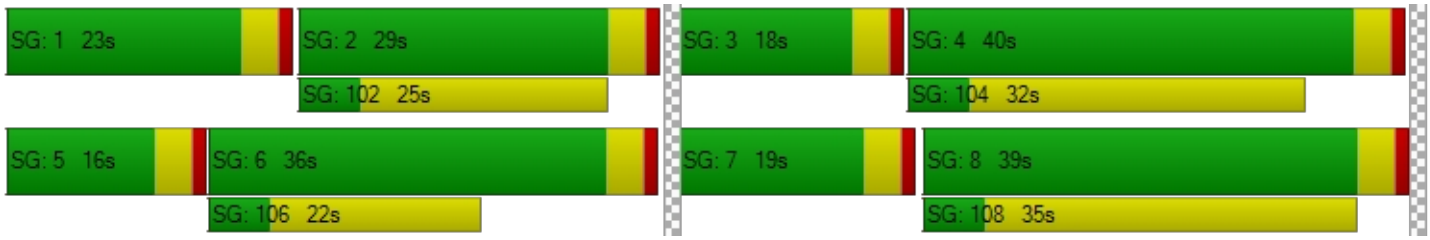
Vehicle Miles Traveled [mph]	127.27	1117.83	208.44	15.20	72.95	38.19	2.58	20.73	19.49	24.33	17.57	16.37
Stops [stops/h]	270.40	2198.25	280.48	426.29	961.49	539.22	37.91	265.40	252.11	762.70	188.57	175.97
Fuel consumption [US gal/h]	11.19	90.00	13.03	15.30	23.63	13.50	1.04	7.00	6.66	32.33	4.75	4.43
CO [g/h]	782.24	6291.31	910.72	1069.55	1651.46	943.77	72.48	489.27	465.67	2259.60	332.14	309.91
NOx [g/h]	152.19	1224.06	177.19	208.10	321.31	183.62	14.10	95.19	90.60	439.64	64.62	60.30
VOC [g/h]	181.29	1458.07	211.07	247.88	382.74	218.73	16.80	113.39	107.92	523.68	76.98	71.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.872	3.539	2.752	2.987
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	582	455	636	655
d_b, Bicycle Delay [s]	27.65	32.84	25.57	24.89
l_b,int, Bicycle LOS Score for Intersection	3.219	2.678	2.095	2.317
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	70.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.892

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	979	13	0	794	0	0	0	11	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	54	0	0	6	0	0	31	0	0	35
Total Hourly Volume [veh/h]	101	2349	163	138	1858	18	31	155	91	250	117	104
Peak Hour Factor	0.8779	0.8779	0.8779	0.8866	0.8866	0.8866	0.8183	0.8183	0.8183	0.8130	0.8130	0.8130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	669	46	39	524	5	9	47	28	77	36	32
Total Analysis Volume [veh/h]	115	2676	186	156	2096	20	38	189	111	308	144	128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	36	0	10	35	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	15	39	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	56	56	11	57	57	14	14	14	23	23	23
g / C, Green / Cycle	0.08	0.46	0.46	0.09	0.48	0.48	0.12	0.12	0.12	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.52	0.54	0.09	0.38	0.38	0.02	0.10	0.07	0.17	0.08	0.08
s, saturation flow rate [veh/h]	1810	3618	1839	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	141	1676	852	166	1726	902	219	230	195	345	362	308
d1, Uniform Delay [s]	54.48	32.20	32.20	54.17	26.62	26.65	47.36	51.49	49.79	47.36	42.52	42.68
k, delay calibration	0.18	0.50	0.50	0.34	0.50	0.50	0.11	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.57	62.38	83.64	44.07	4.10	7.62	0.37	7.21	2.59	15.31	0.71	0.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	1.12	1.16	0.94	0.80	0.81	0.17	0.82	0.57	0.89	0.40	0.42
d, Delay for Lane Group [s/veh]	71.05	94.58	115.83	98.24	30.73	34.27	47.74	58.70	52.38	62.67	43.23	43.58
Lane Group LOS	E	F	F	F	C	C	D	E	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.99	36.86	42.50	6.59	16.58	18.26	1.03	5.91	3.24	10.24	3.75	3.36
50th-Percentile Queue Length [ft/ln]	99.65	921.54	1062.56	164.77	414.61	456.42	25.78	147.82	80.93	256.08	93.87	84.09
95th-Percentile Queue Length [veh/ln]	7.18	50.92	59.19	10.80	23.26	25.26	1.86	9.90	5.83	15.49	6.76	6.05
95th-Percentile Queue Length [ft/ln]	179.38	1273.10	1479.73	270.02	581.58	631.61	46.40	247.52	145.68	387.30	168.97	151.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.05	100.93	115.83	98.24	31.92	34.27	47.74	58.70	52.38	62.67	43.23	43.58
Movement LOS	E	F	F	F	C	C	D	E	D	E	D	D
d_A, Approach Delay [s/veh]	100.71			36.50			55.39			53.63		
Approach LOS	F			D			E			D		
d_I, Intersection Delay [s/veh]	70.14											
Intersection LOS	E											
Intersection V/C	0.892											

Emissions

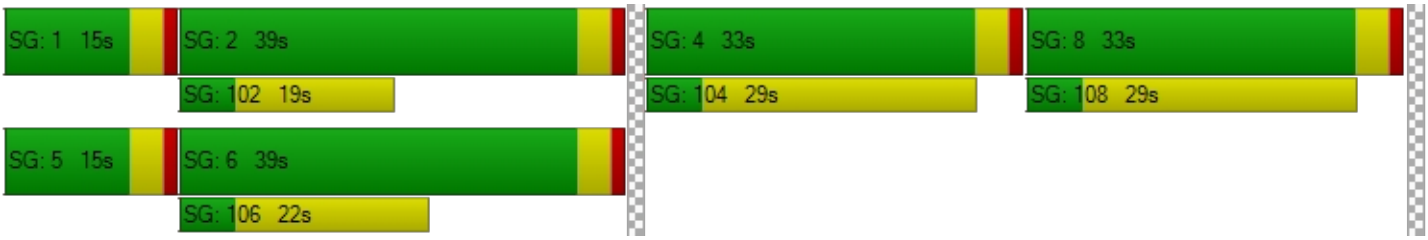
Vehicle Miles Traveled [mph]	189.19	3087.06	1621.35	78.16	695.93	364.29	3.17	15.79	9.27	36.62	17.12	15.22
Stops [stops/h]	119.58	2211.70	1275.07	197.72	995.07	547.70	30.94	177.39	97.12	307.30	112.65	100.90
Fuel consumption [US gal/h]	9.63	169.43	94.66	8.26	44.91	24.37	0.79	4.57	2.47	8.26	2.99	2.67
CO [g/h]	673.45	11842.9	6616.54	577.09	3139.36	1703.23	54.99	319.12	172.60	577.24	208.76	186.73
NOx [g/h]	131.03	2304.21	1287.34	112.28	610.81	331.39	10.70	62.09	33.58	112.31	40.62	36.33
VOC [g/h]	156.08	2744.72	1533.45	133.75	727.58	394.74	12.74	73.96	40.00	133.78	48.38	43.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.851	3.695	2.403	2.677
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	583	483	483
d_b, Bicycle Delay [s]	30.10	30.10	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.227	2.813	2.168	2.574
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	36	806	5	154	1048	280	250	155	62	9	133	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	1010	12	0	819	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	85	0	0	20	0	0	41
Total Hourly Volume [veh/h]	56	1985	13	186	2087	254	303	188	60	16	161	122
Peak Hour Factor	0.8615	0.8615	0.8615	0.8521	0.8521	0.8521	0.8694	0.8694	0.8694	0.9095	0.9095	0.9095
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	576	4	55	612	75	87	54	17	4	44	34
Total Analysis Volume [veh/h]	65	2304	15	218	2449	298	349	216	69	18	177	134
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	6	37	0	16	47	0	5	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	40	0	10	41	0	20	51	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	60	60	6	62	62	16	26	26	2	12	12
g / C, Green / Cycle	0.04	0.55	0.55	0.05	0.56	0.56	0.15	0.23	0.23	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.45	0.01	0.06	0.47	0.18	0.19	0.06	0.04	0.01	0.03	0.08
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	138	2834	884	192	2913	909	263	843	376	68	553	173
d1, Uniform Delay [s]	51.72	20.29	11.36	52.00	19.95	12.89	47.00	34.41	33.80	53.16	45.42	47.83
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.48	2.67	0.04	75.54	3.12	0.96	170.61	0.16	0.23	2.03	0.33	7.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.81	0.02	1.14	0.84	0.33	1.33	0.26	0.18	0.26	0.32	0.78
d, Delay for Lane Group [s/veh]	54.21	22.96	11.40	127.54	23.07	13.85	217.61	34.57	34.04	55.18	45.75	55.11
Lane Group LOS	D	C	B	F	C	B	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.90	14.88	0.16	4.58	15.99	3.82	19.42	2.30	1.46	0.26	1.47	3.82
50th-Percentile Queue Length [ft/ln]	22.54	372.00	4.09	114.45	399.74	95.38	485.44	57.56	36.44	6.45	36.68	95.44
95th-Percentile Queue Length [veh/ln]	1.62	21.21	0.29	8.24	22.55	6.87	29.97	4.14	2.62	0.46	2.64	6.87
95th-Percentile Queue Length [ft/ln]	40.57	530.15	7.37	206.01	563.69	171.68	749.26	103.61	65.59	11.61	66.02	171.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.21	22.96	11.40	127.54	23.07	13.85	217.61	34.57	34.04	55.18	45.75	55.11
Movement LOS	D	C	B	F	C	B	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	23.74			29.82			135.27			50.08		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	39.17											
Intersection LOS	D											
Intersection V/C	0.783											

Emissions

Vehicle Miles Traveled [mph]	24.25	859.49	5.60	358.64	4028.97	490.25	52.21	32.31	10.32	2.19	21.50	16.28
Stops [stops/h]	59.02	1460.94	5.36	299.66	1569.88	124.86	635.48	150.71	47.70	16.89	144.04	124.94
Fuel consumption [US gal/h]	2.28	58.39	0.29	21.68	169.12	19.20	25.14	4.50	1.42	0.49	4.18	3.61
CO [g/h]	159.50	4081.62	20.50	1515.18	11821.5	1341.88	1757.47	314.63	99.59	34.04	291.87	252.61
NOx [g/h]	31.03	794.14	3.99	294.80	2300.04	261.08	341.94	61.21	19.38	6.62	56.79	49.15
VOC [g/h]	36.97	945.96	4.75	351.16	2739.75	310.99	407.31	72.92	23.08	7.89	67.64	58.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.671	3.936	2.901	3.053
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	673	855	655
d_b, Bicycle Delay [s]	24.89	24.22	18.04	24.89
l_b,int, Bicycle LOS Score for Intersection	2.874	3.237	2.099	1.763
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	18.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	16	766	15	8	1075	32	43	42	67	13	44	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	1034	12	0	829	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	10	0	0	22	0	0	8
Total Hourly Volume [veh/h]	31	1961	22	10	2130	29	52	51	64	21	53	23
Peak Hour Factor	0.9246	0.9246	0.9246	0.8460	0.8460	0.8460	0.5611	0.5611	0.5611	0.6762	0.6762	0.6762
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	530	6	3	629	9	23	23	29	8	20	9
Total Analysis Volume [veh/h]	34	2121	24	12	2518	34	93	91	114	31	78	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	15	62	0	5	52	0	8	31	0	6	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	40	0	31	62	0	16	35	0	14	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	85	85	2	83	83	8	14	14	3	10	10
g / C, Green / Cycle	0.03	0.71	0.71	0.01	0.69	0.69	0.06	0.12	0.12	0.03	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.59	0.01	0.01	0.46	0.46	0.05	0.05	0.07	0.02	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1887	1810	1900	1615	1810	1900	1714
c, Capacity [veh/h]	51	2552	1139	26	2502	1305	117	227	193	49	156	140
d1, Uniform Delay [s]	57.74	12.59	5.29	58.65	10.63	10.66	55.32	48.84	50.03	57.79	52.13	52.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.75	3.33	0.03	11.78	1.44	2.77	11.35	1.14	2.85	12.72	1.43	1.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.83	0.02	0.46	0.67	0.67	0.79	0.40	0.59	0.63	0.36	0.39
d, Delay for Lane Group [s/veh]	71.48	15.92	5.32	70.43	12.07	13.44	66.67	49.97	52.88	70.51	53.55	54.03
Lane Group LOS	E	B	A	E	B	B	E	D	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.19	17.15	0.16	0.44	10.95	11.99	3.12	2.58	3.37	1.10	1.67	1.64
50th-Percentile Queue Length [ft/ln]	29.86	428.79	4.06	11.00	273.81	299.71	78.02	64.50	84.29	27.45	41.81	40.94
95th-Percentile Queue Length [veh/ln]	2.15	23.94	0.29	0.79	16.38	17.67	5.62	4.64	6.07	1.98	3.01	2.95
95th-Percentile Queue Length [ft/ln]	53.75	598.59	7.31	19.80	409.49	441.67	140.44	116.09	151.72	49.41	75.26	73.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.48	15.92	5.32	70.43	12.53	13.44	66.67	49.97	52.88	70.51	53.68	54.03
Movement LOS	E	B	A	E	B	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	16.67			12.81			56.29			57.41		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	18.16											
Intersection LOS	B											
Intersection V/C	0.681											

Emissions

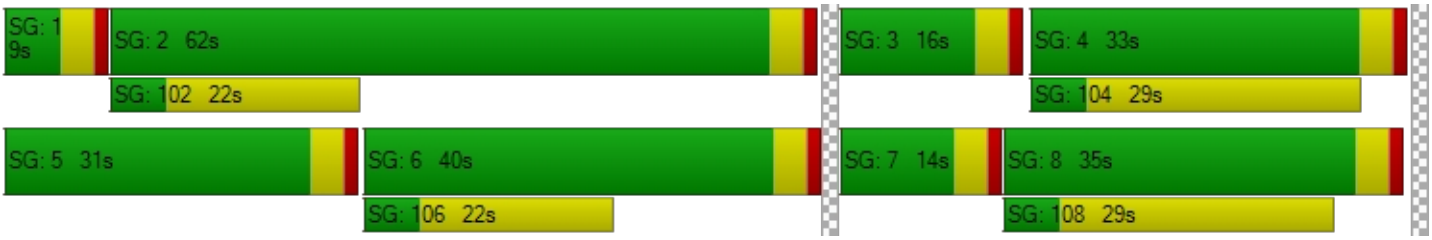
Vehicle Miles Traveled [mph]	17.12	1067.77	12.08	4.48	624.81	327.20	5.12	5.01	6.28	2.06	3.78	3.67
Stops [stops/h]	35.83	1029.10	4.88	13.20	657.14	359.66	93.63	77.40	101.15	32.94	50.17	49.13
Fuel consumption [US gal/h]	1.53	56.27	0.50	0.49	33.70	18.09	2.16	1.70	2.23	0.77	1.14	1.12
CO [g/h]	106.72	3933.11	35.00	34.22	2355.72	1264.19	151.05	118.72	155.64	53.89	79.71	78.00
NOx [g/h]	20.76	765.24	6.81	6.66	458.34	245.97	29.39	23.10	30.28	10.49	15.51	15.18
VOC [g/h]	24.73	911.54	8.11	7.93	545.96	292.99	35.01	27.51	36.07	12.49	18.47	18.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.638	3.632	2.455	2.392
Crosswalk LOS	D	D	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	967	517	483
d_b, Bicycle Delay [s]	29.40	16.02	33.00	34.50
l_b,int, Bicycle LOS Score for Intersection	3.364	2.975	1.824	1.684
Bicycle LOS	C	C	A	A

Sequence

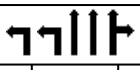
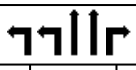
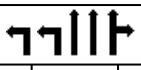
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	56.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.862

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	732	25	0	573	265	326	21	2	17	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	142	0	0	41	0	0	30
Total Hourly Volume [veh/h]	150	1232	118	344	1338	427	685	1267	124	191	898	90
Peak Hour Factor	0.8200	0.8200	0.8200	0.9321	0.9321	0.9321	0.8971	0.8971	0.8971	0.9286	0.9286	0.9286
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	376	36	92	359	115	191	353	35	51	242	24
Total Analysis Volume [veh/h]	183	1502	144	369	1435	458	764	1412	138	206	967	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	38	0	11	43	0	23	47	0	8	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	16	46	0	28	52	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	41	41	12	47	47	24	43	43	8	27	27
g / C, Green / Cycle	0.05	0.34	0.34	0.10	0.39	0.39	0.20	0.36	0.36	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.30	0.30	0.11	0.40	0.28	0.22	0.27	0.09	0.06	0.20	0.20
s, saturation flow rate [veh/h]	3514	3618	1816	3514	3618	1615	3514	5176	1615	3514	3618	1813
c, Capacity [veh/h]	176	1244	625	351	1425	636	703	1843	575	234	806	404
d1, Uniform Delay [s]	57.00	37.03	37.07	54.00	36.36	30.76	48.00	34.22	27.21	55.52	45.08	45.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.88	9.07	16.47	36.75	25.51	6.89	45.23	0.69	0.21	10.19	3.32	13.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.88	0.88	1.05	1.01	0.72	1.09	0.77	0.24	0.88	0.88	0.88
d, Delay for Lane Group [s/veh]	99.88	46.10	53.55	90.75	61.87	37.65	93.23	34.90	27.42	65.71	48.41	58.64
Lane Group LOS	F	D	D	F	F	D	F	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.65	15.92	17.33	6.95	24.59	11.84	14.36	11.42	2.67	3.30	10.03	11.20
50th-Percentile Queue Length [ft/ln]	91.13	397.91	433.15	173.87	614.66	295.98	359.07	285.57	66.74	82.39	250.67	280.10
95th-Percentile Queue Length [veh/ln]	6.56	22.46	24.15	11.49	32.88	17.48	21.49	16.97	4.81	5.93	15.22	16.69
95th-Percentile Queue Length [ft/ln]	164.03	561.48	603.81	287.23	822.12	437.06	537.24	424.13	120.14	148.30	380.50	417.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.88	48.12	53.55	90.75	61.87	37.65	93.23	34.90	27.42	65.71	51.14	58.64
Movement LOS	F	D	D	F	F	D	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	53.72			61.68			53.72			54.08		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	56.12											
Intersection LOS	E											
Intersection V/C	0.862											

Emissions

Vehicle Miles Traveled [mph]	90.92	543.90	273.85	185.77	722.42	230.57	190.94	352.88	34.49	22.37	76.96	38.59
Stops [stops/h]	218.71	954.99	519.78	417.28	1475.18	355.18	861.76	1028.04	80.09	197.73	601.61	336.12
Fuel consumption [US gal/h]	9.55	40.79	21.86	18.37	61.17	15.83	36.89	40.93	3.41	7.18	20.73	11.77
CO [g/h]	667.87	2850.97	1527.70	1284.04	4275.88	1106.41	2578.40	2860.93	238.45	501.55	1448.96	823.01
NOx [g/h]	129.94	554.70	297.23	249.83	831.93	215.27	501.66	556.63	46.39	97.58	281.92	160.13
VOC [g/h]	154.78	660.74	354.06	297.59	990.98	256.42	597.57	663.05	55.26	116.24	335.81	190.74

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.470	3.820	3.738	3.513
Crosswalk LOS	C	D	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	700	800	533
d_b, Bicycle Delay [s]	29.40	25.35	21.60	32.27
l_b,int, Bicycle LOS Score for Intersection	2.587	3.543	2.855	2.275
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	2	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	29	602	15	18	857	15	19	15	12	24	17	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	757	0	0	592	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	5	0	0	4	0	0	5
Total Hourly Volume [veh/h]	35	1485	13	22	1629	13	23	18	11	29	21	13
Peak Hour Factor	0.8770	0.8770	0.8770	0.9127	0.9127	0.9127	0.6389	0.6389	0.6389	0.6453	0.6453	0.6453
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	423	4	6	446	4	9	7	4	11	8	5
Total Analysis Volume [veh/h]	40	1693	15	24	1785	14	36	28	17	45	33	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	29	0	5	29	0	28	32	0	28	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	34	36	0	34	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	80	80	3	79	79	3	8	8	4	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.02	0.72	0.72	0.03	0.07	0.07	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.31	0.31	0.01	0.49	0.01	0.02	0.01	0.01	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1891	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	58	2629	1375	43	2599	1160	56	252	113	62	139	118
d1, Uniform Delay [s]	52.69	5.95	5.95	53.13	8.62	4.40	52.71	47.97	48.11	52.59	48.06	47.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.49	0.51	0.97	10.95	1.50	0.02	11.85	0.19	0.61	14.55	0.86	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.43	0.43	0.56	0.69	0.01	0.65	0.11	0.15	0.72	0.24	0.17
d, Delay for Lane Group [s/veh]	66.18	6.46	6.92	64.08	10.12	4.42	64.57	48.16	48.72	67.13	48.93	48.49
Lane Group LOS	E	A	A	E	B	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.28	4.06	4.43	0.79	10.60	0.09	1.16	0.36	0.45	1.47	0.88	0.53
50th-Percentile Queue Length [ft/ln]	32.04	101.56	110.64	19.64	265.01	2.17	28.93	9.10	11.36	36.75	22.00	13.31
95th-Percentile Queue Length [veh/ln]	2.31	7.31	7.88	1.41	15.94	0.16	2.08	0.66	0.82	2.65	1.58	0.96
95th-Percentile Queue Length [ft/ln]	57.68	182.81	196.89	35.36	398.50	3.90	52.08	16.38	20.44	66.15	39.60	23.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.18	6.62	6.92	64.08	10.12	4.42	64.57	48.16	48.72	67.13	48.93	48.49
Movement LOS	E	A	A	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	7.98			10.79			55.57			57.20		
Approach LOS	A			B			E			E		
d_I, Intersection Delay [s/veh]	11.66											
Intersection LOS	B											
Intersection V/C	0.553											

Emissions

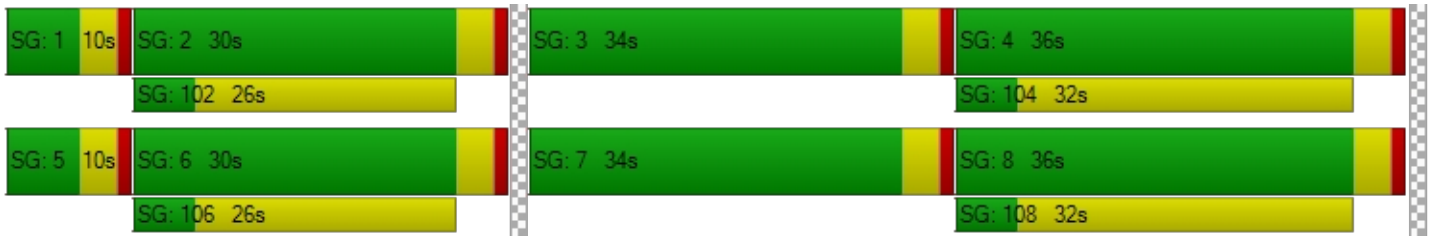
Vehicle Miles Traveled [mph]	7.85	220.21	115.16	11.92	886.81	6.96	18.05	14.04	8.53	12.07	8.85	5.36
Stops [stops/h]	41.95	265.90	144.84	25.72	693.85	2.84	37.87	23.83	14.87	48.11	28.80	17.43
Fuel consumption [US gal/h]	1.33	12.33	6.57	0.95	44.02	0.31	1.45	0.99	0.61	1.44	0.88	0.53
CO [g/h]	92.93	861.80	459.57	66.11	3076.73	21.99	101.07	69.12	42.31	100.41	61.69	37.24
NOx [g/h]	18.08	167.68	89.42	12.86	598.62	4.28	19.67	13.45	8.23	19.54	12.00	7.25
VOC [g/h]	21.54	199.73	106.51	15.32	713.06	5.10	23.42	16.02	9.81	23.27	14.30	8.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.365	3.111	2.503	2.504
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	582	582
d_b, Bicycle Delay [s]	32.07	32.07	27.65	27.65
l_b,int, Bicycle LOS Score for Intersection	2.524	3.068	1.630	1.730
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	72	372	14	65	454	156	172	278	82	14	228	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	0	0	11	18	185	18	0	176	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	50	0	0	29	0	0	17
Total Hourly Volume [veh/h]	98	450	13	79	549	150	226	521	88	17	452	52
Peak Hour Factor	0.6662	0.6662	0.6662	0.9500	0.9500	0.9500	0.9283	0.9283	0.9283	0.6898	0.6898	0.6898
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	169	5	21	144	39	61	140	24	6	164	19
Total Analysis Volume [veh/h]	147	675	20	83	578	158	243	561	95	25	655	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	7	22	0	16	37	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	15	35	0	9	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	30	30	5	29	29	11	27	27	2	18	18
g / C, Green / Cycle	0.08	0.37	0.37	0.06	0.36	0.36	0.14	0.34	0.34	0.03	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.18	0.18	0.05	0.20	0.20	0.13	0.18	0.18	0.01	0.20	0.20
s, saturation flow rate [veh/h]	1810	1900	1881	1810	1900	1761	1810	1900	1805	1810	1900	1832
c, Capacity [veh/h]	136	710	703	108	681	631	249	644	612	50	435	420
d1, Uniform Delay [s]	37.00	19.22	19.22	37.08	20.61	20.61	34.37	21.25	21.25	38.34	29.54	29.56
k, delay calibration	0.14	0.50	0.50	0.11	0.50	0.50	0.18	0.11	0.11	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	65.28	2.43	2.45	10.92	3.31	3.58	29.35	0.66	0.69	7.43	6.70	7.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.08	0.49	0.49	0.77	0.56	0.56	0.98	0.52	0.52	0.50	0.85	0.85
d, Delay for Lane Group [s/veh]	102.28	21.64	21.67	48.00	23.92	24.20	63.72	21.90	21.94	45.77	36.24	36.58
Lane Group LOS	F	C	C	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.99	5.00	4.95	1.86	5.84	5.47	6.41	4.66	4.44	0.56	7.07	6.87
50th-Percentile Queue Length [ft/ln]	124.67	124.96	123.84	46.38	145.91	136.73	160.19	116.60	110.98	14.03	176.86	171.86
95th-Percentile Queue Length [veh/ln]	8.87	8.66	8.60	3.34	9.80	9.30	10.56	8.21	7.89	1.01	11.44	11.17
95th-Percentile Queue Length [ft/ln]	221.72	216.62	215.10	83.48	244.96	232.62	263.98	205.15	197.36	25.26	285.91	279.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	102.28	21.66	21.67	48.00	24.01	24.20	63.72	21.92	21.94	45.77	36.39	36.58
Movement LOS	F	C	C	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	35.73			26.48			33.22			36.72		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	32.99											
Intersection LOS	C											
Intersection V/C	0.612											

Emissions

Vehicle Miles Traveled [mph]	22.24	52.84	52.32	9.54	43.88	40.75	146.81	203.20	193.13	4.64	68.98	66.65
Stops [stops/h]	224.41	224.92	222.92	83.48	262.64	246.12	288.35	209.89	199.76	25.26	318.34	309.35
Fuel consumption [US gal/h]	6.06	5.64	5.59	1.97	6.01	5.62	11.77	11.07	10.53	0.71	9.06	8.80
CO [g/h]	423.62	394.28	390.65	137.88	420.06	393.05	822.60	774.08	736.12	49.35	633.34	615.19
NOx [g/h]	82.42	76.71	76.01	26.83	81.73	76.47	160.05	150.61	143.22	9.60	123.22	119.69
VOC [g/h]	98.18	91.38	90.54	31.96	97.35	91.09	190.65	179.40	170.60	11.44	146.78	142.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.710	2.855	2.904	2.741
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	775	625
d_b, Bicycle Delay [s]	21.03	21.03	15.01	18.91
l_b,int, Bicycle LOS Score for Intersection	2.258	2.277	2.325	2.197
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	40.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	25	140	91	58	168	14	10	341	38	124	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	64	14	8	50	18	20	212	26	26	211	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	31	0	0	9	0	0	18	0	0	11
Total Hourly Volume [veh/h]	39	233	93	78	253	26	32	625	54	176	593	31
Peak Hour Factor	0.8574	0.8574	0.8574	0.8571	0.8571	0.8571	0.7729	0.7729	0.7729	0.9044	0.9044	0.9044
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	68	27	23	74	8	10	202	17	49	164	9
Total Analysis Volume [veh/h]	45	272	108	91	295	30	41	809	70	195	656	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	22	0	7	22	0	43	51	0	14	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	26	0	12	26	0	11	51	0	21	61	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	25	25	7	28	28	4	48	48	14	59	59
g / C, Green / Cycle	0.03	0.23	0.23	0.06	0.25	0.25	0.03	0.44	0.44	0.12	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.07	0.05	0.16	0.02	0.02	0.43	0.04	0.11	0.18	0.18
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1900	1867
c, Capacity [veh/h]	64	428	364	116	482	410	61	836	711	227	1011	993
d1, Uniform Delay [s]	52.50	38.53	35.38	50.75	36.24	31.19	52.57	30.02	18.02	47.17	14.75	14.75
k, delay calibration	0.11	0.50	0.50	0.15	0.50	0.50	0.11	0.41	0.11	0.21	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.39	7.03	2.08	14.96	5.69	0.35	12.44	21.28	0.06	16.00	0.20	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.64	0.30	0.79	0.61	0.07	0.68	0.97	0.10	0.86	0.34	0.34
d, Delay for Lane Group [s/veh]	65.89	45.56	37.45	65.72	41.93	31.54	65.01	51.30	18.08	63.16	14.95	14.95
Lane Group LOS	E	D	D	E	D	C	E	D	B	E	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.45	7.36	2.59	2.92	7.63	0.64	1.30	24.01	1.00	6.07	4.62	4.55
50th-Percentile Queue Length [ft/ln]	36.36	184.03	64.72	73.08	190.73	16.01	32.48	600.31	25.05	151.79	115.61	113.66
95th-Percentile Queue Length [veh/ln]	2.62	11.81	4.66	5.26	12.16	1.15	2.34	32.05	1.80	10.11	8.15	8.04
95th-Percentile Queue Length [ft/ln]	65.45	295.27	116.50	131.55	303.98	28.82	58.46	801.23	45.10	252.81	203.78	201.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.89	45.56	37.45	65.72	41.93	31.54	65.01	51.30	18.08	63.16	14.95	14.95
Movement LOS	E	D	D	E	D	C	E	D	B	E	B	B
d_A, Approach Delay [s/veh]	45.65			46.38			49.38			25.57		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	40.35											
Intersection LOS	D											
Intersection V/C	0.727											

Emissions

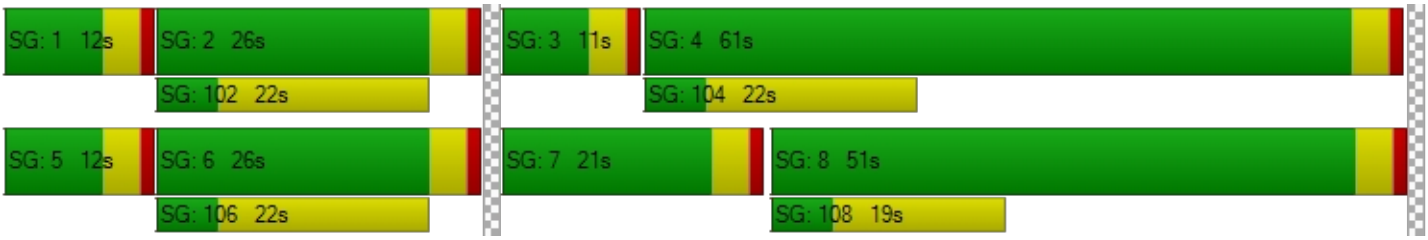
Vehicle Miles Traveled [mph]	19.78	119.55	47.47	7.16	23.23	2.36	2.71	53.51	4.63	28.41	50.70	49.84
Stops [stops/h]	47.60	240.92	84.73	95.67	249.69	20.96	42.52	785.87	32.80	198.70	151.35	148.80
Fuel consumption [US gal/h]	1.72	8.89	3.27	2.21	5.28	0.44	1.16	20.05	0.82	5.95	4.68	4.60
CO [g/h]	119.89	621.45	228.55	154.44	369.07	30.77	81.36	1401.48	57.60	415.96	327.02	321.48
NOx [g/h]	23.33	120.91	44.47	30.05	71.81	5.99	15.83	272.68	11.21	80.93	63.63	62.55
VOC [g/h]	27.79	144.03	52.97	35.79	85.54	7.13	18.86	324.81	13.35	96.40	75.79	74.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.480	2.502	2.827	2.893
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	400	855	1036
d_b, Bicycle Delay [s]	35.20	35.20	18.04	12.77
l_b,int, Bicycle LOS Score for Intersection	2.312	2.261	3.107	2.299
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	2	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	17	536	182	66	798	26	27	158	45	182	113	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	636	87	140	477	123	3	3	3	35	76	154
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	77	0	0	39	0	0	14	0	0	56
Total Hourly Volume [veh/h]	34	1285	230	220	1443	115	36	194	43	255	213	166
Peak Hour Factor	0.9023	0.9023	0.9023	0.9304	0.9304	0.9304	0.8297	0.8297	0.8297	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	356	64	59	388	31	11	58	13	80	67	52
Total Analysis Volume [veh/h]	38	1424	255	236	1551	124	43	234	52	322	269	209
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	17	38	0	6	32	0	19	45	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	21	42	0	20	36	0	23	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	49	49	16	61	61	4	10	10	19	25	25
g / C, Green / Cycle	0.03	0.44	0.44	0.15	0.56	0.56	0.03	0.09	0.09	0.17	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.16	0.13	0.30	0.08	0.02	0.06	0.03	0.18	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	57	2292	715	265	2888	901	62	334	149	313	836	373
d1, Uniform Delay [s]	52.71	23.56	20.28	46.07	15.34	11.64	52.56	48.43	46.81	45.50	35.13	37.35
k, delay calibration	0.11	0.50	0.50	0.31	0.50	0.50	0.11	0.11	0.11	0.45	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.83	1.28	1.39	23.03	0.72	0.32	13.19	2.66	1.39	56.11	0.22	1.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.62	0.36	0.89	0.54	0.14	0.70	0.70	0.35	1.03	0.32	0.56
d, Delay for Lane Group [s/veh]	65.55	24.84	21.67	69.10	16.06	11.96	65.75	51.09	48.19	101.61	35.35	38.67
Lane Group LOS	E	C	C	E	B	B	E	D	D	F	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.21	9.07	4.34	7.81	7.51	1.41	1.37	3.15	1.36	13.08	2.92	4.92
50th-Percentile Queue Length [ft/ln]	30.32	226.76	108.62	195.17	187.79	35.28	34.24	78.73	33.93	326.88	73.08	123.09
95th-Percentile Queue Length [veh/ln]	2.18	14.01	7.76	12.39	12.01	2.54	2.47	5.67	2.44	19.30	5.26	8.56
95th-Percentile Queue Length [ft/ln]	54.57	350.25	194.08	309.72	300.16	63.51	61.64	141.72	61.07	482.39	131.54	214.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.55	24.84	21.67	69.10	16.06	11.96	65.75	51.09	48.19	101.61	35.35	38.67
Movement LOS	E	C	C	E	B	B	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	25.27			22.34			52.55			62.89		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	32.31											
Intersection LOS	C											
Intersection V/C	0.648											

Emissions

Vehicle Miles Traveled [mph]	15.77	591.05	105.84	70.49	463.24	37.04	3.04	16.55	3.68	59.26	49.51	38.47
Stops [stops/h]	39.69	890.56	142.19	255.49	737.49	46.19	44.83	206.13	44.42	427.92	191.33	161.14
Fuel consumption [US gal/h]	1.54	38.53	6.52	8.91	30.12	2.15	1.24	5.56	1.19	14.01	6.01	4.97
CO [g/h]	107.71	2693.28	455.77	622.87	2105.26	149.97	86.46	388.83	83.06	979.26	420.17	347.17
NOx [g/h]	20.96	524.01	88.68	121.19	409.61	29.18	16.82	75.65	16.16	190.53	81.75	67.55
VOC [g/h]	24.96	624.19	105.63	144.36	487.91	34.76	20.04	90.12	19.25	226.95	97.38	80.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.529	3.465	2.682	2.948
Crosswalk LOS	D	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	691	582	636
d_b, Bicycle Delay [s]	32.07	23.56	27.65	25.57
l_b,int, Bicycle LOS Score for Intersection	2.546	2.632	1.843	2.266
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.927

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	60	150	7	67	251	31	48	126	116	1	84	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	2	4	29	96	68	154	0	5	134	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	196	10	85	333	134	126	306	140	6	236	45
Peak Hour Factor	0.9435	0.9435	0.9435	0.8756	0.8756	0.8756	0.8401	0.8401	0.8401	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	52	3	24	95	38	37	91	42	2	80	15
Total Analysis Volume [veh/h]	77	208	11	97	380	153	150	364	167	8	320	61
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	347	365	368	389	410	444	392	414	448	452	483
Degree of Utilization, x	0.22	0.30	0.30	0.25	0.93	0.34	0.38	0.88	0.37	0.02	0.79

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.83	1.24	1.23	0.97	10.22	1.51	1.76	8.98	1.70	0.05	7.18
95th-Percentile Queue Length [ft]	20.84	30.94	30.65	24.33	255.59	37.83	43.92	224.43	42.42	1.35	179.50
Approach Delay [s/veh]	16.49			40.87			33.78			32.27	
Approach LOS	C			E			D			D	
Intersection Delay [s/veh]	33.16										
Intersection LOS	D										

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	59.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	2
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	125	455	9	10	415	165	349	203	122	7	212	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	21	0	0	63	0	0	54	0	0	11
Total Hourly Volume [veh/h]	182	1287	64	89	1505	188	403	447	160	55	317	34
Peak Hour Factor	0.9427	0.9427	0.9427	0.9056	0.9056	0.9056	0.9714	0.9714	0.9714	0.8451	0.8451	0.8451
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	341	17	25	415	52	104	115	41	16	94	10
Total Analysis Volume [veh/h]	193	1365	68	98	1662	208	415	460	165	65	375	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	13	47	0	18	26	0	18	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	40	0	12	33	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	52	52	7	46	46	24	30	30	5	11	11
g / C, Green / Cycle	0.12	0.47	0.47	0.07	0.42	0.42	0.22	0.27	0.27	0.05	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.11	0.38	0.04	0.05	0.46	0.13	0.23	0.13	0.10	0.04	0.07	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	223	1701	759	123	1501	670	395	971	433	87	509	159
d1, Uniform Delay [s]	47.34	24.80	16.12	50.51	32.18	21.61	43.00	33.73	32.79	51.69	48.22	45.86
k, delay calibration	0.26	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.13	4.11	0.23	11.03	58.43	1.20	58.29	0.36	0.55	11.95	2.11	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.80	0.09	0.80	1.11	0.31	1.05	0.47	0.38	0.75	0.74	0.25
d, Delay for Lane Group [s/veh]	67.47	28.92	16.36	61.54	90.61	22.81	101.29	34.09	33.34	63.64	50.33	46.68
Lane Group LOS	E	C	B	E	F	C	F	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.26	14.80	0.94	2.96	30.53	3.64	16.77	5.06	3.56	2.03	3.36	1.03
50th-Percentile Queue Length [ft/ln]	156.62	369.97	23.62	73.96	763.23	90.96	419.27	126.46	89.01	50.65	84.11	25.75
95th-Percentile Queue Length [veh/ln]	10.37	21.11	1.70	5.32	42.57	6.55	24.15	8.75	6.41	3.65	6.06	1.85
95th-Percentile Queue Length [ft/ln]	259.24	527.70	42.51	133.12	1064.19	163.72	603.84	218.67	160.21	91.17	151.39	46.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.47	28.92	16.36	61.54	90.61	22.81	101.29	34.09	33.34	63.64	50.33	46.68
Movement LOS	E	C	B	E	F	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	32.97			82.00			60.79			51.83		
Approach LOS	C			F			E			D		
d_I, Intersection Delay [s/veh]	59.26											
Intersection LOS	E											
Intersection V/C	0.868											

Emissions

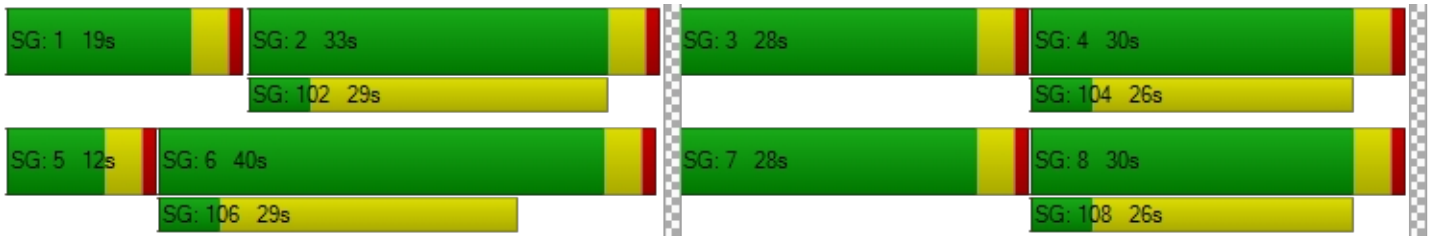
Vehicle Miles Traveled [mph]	12.57	88.93	4.43	7.76	131.64	16.47	45.22	50.13	17.98	32.75	188.94	20.15
Stops [stops/h]	205.03	968.66	30.92	96.82	1998.29	119.07	548.86	331.09	116.52	66.30	330.30	33.71
Fuel consumption [US gal/h]	5.63	23.12	0.76	2.70	60.00	3.01	15.56	8.24	2.91	2.67	13.85	1.43
CO [g/h]	393.53	1616.36	53.31	188.52	4193.97	210.45	1087.97	575.92	203.28	186.37	968.33	100.17
NOx [g/h]	76.57	314.48	10.37	36.68	815.99	40.95	211.68	112.05	39.55	36.26	188.40	19.49
VOC [g/h]	91.20	374.61	12.35	43.69	971.99	48.77	252.15	133.47	47.11	43.19	224.42	23.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.370	3.495	3.041	2.832
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	527	473	473
d_b, Bicycle Delay [s]	24.89	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.918	3.235	2.462	1.830
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	99.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.512

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	135	0	249	0	0	0	0	573	124	97	588	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	19	259	4	12	15	12	972	181	108	846	12
Peak Hour Factor	0.7625	0.7625	0.7625	0.6125	0.6125	0.6125	0.9369	0.9369	0.9369	0.7804	0.7804	0.7804
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	6	85	2	5	6	3	259	48	35	271	4
Total Analysis Volume [veh/h]	236	25	340	7	20	24	13	1037	193	138	1084	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	601	346	389	410	410	426	379	400	400	401
Degree of Utilization, x	1.51	0.15	0.03	1.00	1.00	0.96	0.36	0.92	0.92	0.91

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	32.41	0.51	0.10	12.38	12.38	11.46	1.63	9.81	9.81	9.75
95th-Percentile Queue Length [ft]	810.23	12.82	2.59	309.6	309.6	286.3	40.74	245.3	245.3	243.7
Approach Delay [s/veh]	266.88	15.22	70.15				52.09			
Approach LOS	F	C	F				F			
Intersection Delay [s/veh]	99.87									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	70.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	107	35	0	19	14	233	39	678	79	0	704	19
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	113	0	0	36	0	0	9
Total Hourly Volume [veh/h]	146	108	11	55	194	338	136	1079	107	10	992	25
Peak Hour Factor	0.8771	0.8771	0.8771	0.8074	0.8074	0.8074	0.8657	0.8657	0.8657	0.8526	0.8526	0.8526
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	31	3	17	60	105	39	312	31	3	291	7
Total Analysis Volume [veh/h]	166	123	13	68	240	419	157	1246	124	12	1163	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	28	55	0	11	38	38	6	33	33
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	42	0	9	41	0	21	46	46	13	38	38
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	41	40	40	5	39	11	48	58	2	38	47
g / C, Green / Cycle	0.37	0.36	0.36	0.05	0.35	0.10	0.43	0.52	0.01	0.34	0.42
(v / s)_i Volume / Saturation Flow Rate	0.21	0.06	0.01	0.04	0.39	0.09	0.34	0.08	0.01	0.32	0.02
s, saturation flow rate [veh/h]	787	1900	1615	1810	1708	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	80	689	586	82	604	189	1561	844	27	1238	685
d1, Uniform Delay [s]	56.83	23.89	22.53	52.07	35.56	48.33	27.11	13.59	53.72	35.06	18.57
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	526.62	0.57	0.07	18.28	63.96	9.28	0.98	0.37	10.86	4.20	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.08	0.18	0.02	0.83	1.09	0.83	0.80	0.15	0.44	0.94	0.04
d, Delay for Lane Group [s/veh]	583.46	24.46	22.60	70.35	99.52	57.61	28.09	13.96	64.57	39.27	18.60
Lane Group LOS	F	C	C	E	F	E	C	B	E	D	B
Critical Lane Group	No	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.05	2.29	0.23	2.23	25.86	4.58	13.31	1.56	0.40	14.88	0.42
50th-Percentile Queue Length [ft/ln]	326.34	57.29	5.72	55.66	646.46	114.51	332.71	39.10	10.07	371.94	10.47
95th-Percentile Queue Length [veh/ln]	23.50	4.13	0.41	4.01	36.27	8.09	19.29	2.82	0.72	21.20	0.75
95th-Percentile Queue Length [ft/ln]	587.41	103.13	10.30	100.19	906.65	202.25	482.28	70.38	18.12	530.08	18.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	583.46	24.46	22.60	70.35	99.52	99.52	57.61	28.09	13.96	64.57	39.27	18.60
Movement LOS	F	C	C	E	F	F	E	C	B	E	D	B
d_A, Approach Delay [s/veh]	331.64			96.79			29.98			39.02		
Approach LOS	F			F			C			D		
d_I, Intersection Delay [s/veh]	70.02											
Intersection LOS	E											
Intersection V/C	0.800											

Emissions

Vehicle Miles Traveled [mph]	41.82	30.99	3.28	34.15	330.93	14.41	114.39	11.38	2.98	288.52	7.19
Stops [stops/h]	427.21	75.00	7.49	72.87	846.28	149.90	871.08	51.19	13.18	973.80	13.70
Fuel consumption [US gal/h]	23.79	2.30	0.24	3.05	35.21	4.20	21.87	1.38	0.42	31.29	0.53
CO [g/h]	1662.71	160.93	16.50	213.18	2461.19	293.46	1529.00	96.38	29.61	2187.22	36.82
NOx [g/h]	323.50	31.31	3.21	41.48	478.86	57.10	297.49	18.75	5.76	425.55	7.16
VOC [g/h]	385.35	37.30	3.82	49.41	570.40	68.01	354.36	22.34	6.86	506.91	8.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.323	2.726	3.438	3.149
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	691	673	764	618
d_b, Bicycle Delay [s]	23.56	24.22	21.02	26.25
l_b,int, Bicycle LOS Score for Intersection	2.065	2.946	2.849	2.560
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	245.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.416

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	804	0	0	0	0	0	0	815	329	0	1068	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	39	0	0	147	0	0	2
Total Hourly Volume [veh/h]	958	38	7	19	82	117	39	1353	442	10	1596	4
Peak Hour Factor	0.9167	0.9167	0.9167	0.7870	0.7870	0.7870	0.8687	0.8687	0.8687	0.9239	0.9239	0.9239
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	261	10	2	6	26	37	11	389	127	3	432	1
Total Analysis Volume [veh/h]	1045	41	8	24	104	149	45	1557	509	11	1728	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	5	36	0	6	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	9	38	0	12	41	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	3	41	41	1	39	39
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.04	0.51	0.51	0.01	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.91	0.03	0.02	0.15	0.02	0.43	0.32	0.01	0.48	0.00
s, saturation flow rate [veh/h]	1144	1847	1378	1721	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	304	603	482	562	72	1843	823	26	1751	782
d1, Uniform Delay [s]	34.73	18.65	20.86	21.29	37.83	16.89	14.05	39.11	20.39	10.67
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.18	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1104.64	0.26	0.20	2.60	8.64	1.13	1.25	10.81	7.40	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.44	0.08	0.05	0.45	0.63	0.84	0.62	0.43	0.99	0.01
d, Delay for Lane Group [s/veh]	1139.37	18.92	21.05	23.89	46.47	18.02	15.30	49.92	27.78	10.68
Lane Group LOS	F	B	C	C	D	B	B	D	C	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	99.05	0.63	0.33	3.86	0.99	10.29	5.72	0.28	14.84	0.03
50th-Percentile Queue Length [ft/ln]	2476.37	15.76	8.34	96.50	24.82	257.18	143.08	7.01	371.09	0.80
95th-Percentile Queue Length [veh/ln]	161.24	1.13	0.60	6.95	1.79	15.55	9.65	0.50	21.16	0.06
95th-Percentile Queue Length [ft/ln]	4031.09	28.37	15.01	173.70	44.68	388.68	241.17	12.62	529.05	1.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1139.37	18.92	18.92	21.05	23.89	23.89	46.47	18.02	15.30	49.92	27.78	10.68
Movement LOS	F	B	B	C	C	C	D	B	B	D	C	B
d_A, Approach Delay [s/veh]	1089.19			23.64			17.97			27.88		
Approach LOS	F			C			B			C		
d_I, Intersection Delay [s/veh]	245.87											
Intersection LOS	F											
Intersection V/C	1.416											

Emissions

Vehicle Miles Traveled [mph]	354.98	16.64	5.80	61.15	5.27	182.34	59.61	0.90	141.61	0.33
Stops [stops/h]	4457.47	28.37	15.01	173.70	44.68	925.83	257.55	12.62	1335.91	1.45
Fuel consumption [US gal/h]	298.74	1.06	0.46	5.13	1.16	23.47	6.83	0.30	31.23	0.04
CO [g/h]	20881.94	74.34	32.02	358.35	81.20	1640.74	477.47	20.94	2183.20	2.65
NOx [g/h]	4062.87	14.46	6.23	69.72	15.80	319.23	92.90	4.07	424.77	0.52
VOC [g/h]	4839.59	17.23	7.42	83.05	18.82	380.26	110.66	4.85	505.98	0.61

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.738	2.168	5.416	3.299
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	850	925
d_b, Bicycle Delay [s]	18.23	18.23	13.23	11.56
l_b,int, Bicycle LOS Score for Intersection	3.370	2.081	3.422	2.999
Bicycle LOS	C	B	C	C

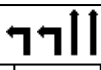
Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	635.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	0	431	0	0	0	107	713	0	0	807	1065
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	159	0	0	0	0	0	0	0	0	344
Total Hourly Volume [veh/h]	111	4	478	0	0	0	163	1345	0	0	1316	1032
Peak Hour Factor	0.8655	0.8655	0.8655	1.0000	1.0000	1.0000	0.9008	0.9008	1.0000	1.0000	0.8591	0.8591
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	1	138	0	0	0	45	373	0	0	383	300
Total Analysis Volume [veh/h]	128	5	552	0	0	0	181	1493	0	0	1532	1201
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	6	92	0	0	82	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	15	0	0	0	0	79	105	0	0	26	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	120	120	120		120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	11		9	101	88	88
g / C, Green / Cycle	0.09	0.09	0.09		0.07	0.84	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.41	0.42	0.74
s, saturation flow rate [veh/h]	1810	1816	8500		3514	3618	3618	1615
c, Capacity [veh/h]	169	169	793		250	3039	2661	1188
d1, Uniform Delay [s]	51.20	51.20	52.75		54.58	2.61	7.28	15.87
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.49
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.74	6.71	5.01		3.95	0.12	0.20	28.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.39	0.70		0.72	0.49	0.58	1.01
d, Delay for Lane Group [s/veh]	57.95	57.92	57.76		58.53	2.74	7.48	44.44
Lane Group LOS	E	E	E		E	A	A	F
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.20	2.21	17.26		2.75	2.26	7.92	35.95
50th-Percentile Queue Length [ft/ln]	55.06	55.20	431.48		68.78	56.61	197.93	898.69
95th-Percentile Queue Length [veh/ln]	3.96	3.97	24.07		4.95	4.08	12.53	46.26
95th-Percentile Queue Length [ft/ln]	99.12	99.36	601.82		123.81	101.90	313.29	1156.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.95	57.92	57.76	0.00	0.00	0.00	58.53	2.74	0.00	0.00	7.48	44.44
Movement LOS	E	E	E				E	A			A	F
d_A, Approach Delay [s/veh]	57.80			0.00			8.77			23.72		
Approach LOS	E			A			A			C		
d_I, Intersection Delay [s/veh]	23.39											
Intersection LOS	C											
Intersection V/C	0.860											

Emissions

Vehicle Miles Traveled [mph]	9.94	9.97	82.65		26.02	214.59	179.41	140.65
Stops [stops/h]	66.08	66.24	517.78		165.08	135.87	475.03	1078.43
Fuel consumption [US gal/h]	1.56	1.56	12.75		5.10	9.88	12.34	22.61
CO [g/h]	108.85	109.14	891.29		356.48	690.40	862.66	1580.37
NOx [g/h]	21.18	21.23	173.41		69.36	134.33	167.84	307.48
VOC [g/h]	25.23	25.29	206.56		82.62	160.01	199.93	366.27

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.518	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	183	0	1683	367
d_b, Bicycle Delay [s]	49.50	60.00	1.50	40.02
l_b,int, Bicycle LOS Score for Intersection	2.952	4.132	2.941	4.098
Bicycle LOS	C	D	C	D

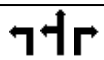
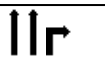
Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	71.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	343	1	34	0	228	87	292	160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	598	0	70	0	204	107	736	140	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	28	0	0	53	0	0	0
Total Hourly Volume [veh/h]	0	0	18	1013	1	83	0	480	159	1089	334	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9087	0.9087	0.9087	1.0000	0.9128	0.9128	0.8958	0.8958	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	279	0	23	0	131	44	304	93	0
Total Analysis Volume [veh/h]	0	0	18	1115	1	91	0	526	174	1216	373	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	21	0	0	14	0	23	41	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	29	0	0	17	0	24	41	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		16	16	16	13	13	28	46
g / C, Green / Cycle		0.24	0.24	0.24	0.19	0.19	0.40	0.65
(v / s)_i Volume / Saturation Flow Rate		0.31	0.31	0.06	0.15	0.11	0.35	0.10
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3618
c, Capacity [veh/h]		428	428	382	685	306	1415	2348
d1, Uniform Delay [s]		26.71	26.71	21.61	26.92	25.78	19.10	4.81
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		152.27	152.22	1.46	1.85	1.67	1.64	0.03
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.30	1.30	0.24	0.77	0.57	0.86	0.16
d, Delay for Lane Group [s/veh]		178.99	178.94	23.07	28.77	27.45	20.74	4.84
Lane Group LOS		F	F	C	C	C	C	A
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		24.59	24.59	1.27	3.93	2.52	7.78	0.68
50th-Percentile Queue Length [ft/ln]		614.82	614.73	31.68	98.26	63.02	194.61	17.07
95th-Percentile Queue Length [veh/ln]		37.40	37.40	2.28	7.07	4.54	12.36	1.23
95th-Percentile Queue Length [ft/ln]		935.12	934.97	57.03	176.87	113.43	309.00	30.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	178.96	178.94	23.07	0.00	28.77	27.45	20.74	4.84	0.00
Movement LOS				F	F	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			167.21			28.44			17.01		
Approach LOS	A			F			C			B		
d_I, Intersection Delay [s/veh]	71.16											
Intersection LOS	E											
Intersection V/C	0.800											

Emissions

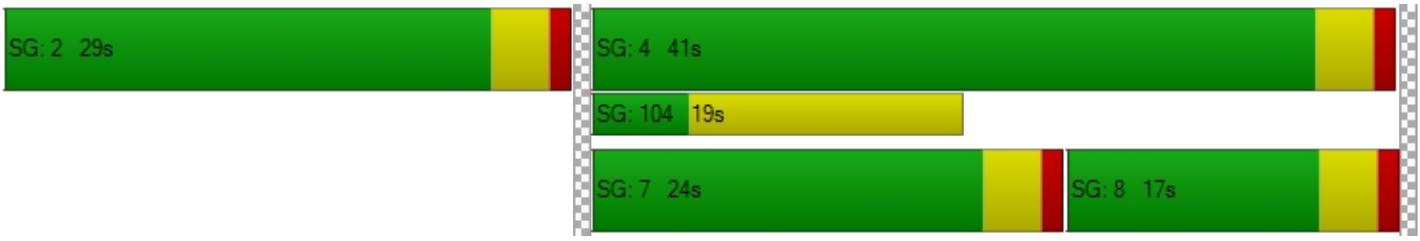
Vehicle Miles Traveled [mph]		37.41	37.41	6.10	59.88	19.81	174.78	53.61
Stops [stops/h]		1264.77	1264.58	65.17	404.27	129.63	800.67	70.25
Fuel consumption [US gal/h]		34.09	34.08	1.29	10.16	3.26	21.08	3.08
CO [g/h]		2382.59	2382.09	89.89	710.11	228.07	1473.44	215.19
NOx [g/h]		463.57	463.47	17.49	138.16	44.37	286.68	41.87
VOC [g/h]		552.19	552.07	20.83	164.57	52.86	341.48	49.87

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.504	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	714	371	1057
d_b, Bicycle Delay [s]	35.00	14.46	23.21	7.78
I_b,int, Bicycle LOS Score for Intersection	4.132	3.597	2.181	2.871
Bicycle LOS	D	D	B	C

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	32.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	70	162	30	50	277	34	51	352	105	64	327	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	87	9	0	3	25	6	6	31	90	0	23	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	9	0	0	12	0	0	54	0	0	10
Total Hourly Volume [veh/h]	172	205	27	64	360	35	68	457	163	77	419	31
Peak Hour Factor	0.7846	0.7846	0.7846	0.8624	0.8624	0.8624	0.8872	0.8872	0.8872	0.8643	0.8643	0.8643
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	65	9	19	104	10	19	129	46	22	121	9
Total Analysis Volume [veh/h]	219	261	34	74	417	41	77	515	184	89	485	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	29	0	7	26	0	6	22	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	33	0	11	30	0	10	26	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	40	40	4	35	35	4	14	14	5	15	15
g / C, Green / Cycle	0.13	0.51	0.51	0.05	0.43	0.43	0.06	0.18	0.18	0.06	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.12	0.08	0.08	0.04	0.12	0.12	0.04	0.14	0.11	0.05	0.13	0.02
s, saturation flow rate [veh/h]	1810	1900	1825	1810	1900	1841	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	226	959	921	97	823	797	100	646	288	115	675	302
d1, Uniform Delay [s]	34.84	10.65	10.66	37.37	14.64	14.66	37.29	31.48	30.47	36.90	30.55	27.06
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.53	0.35	0.37	11.88	0.86	0.89	11.75	2.32	2.35	10.58	1.45	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.16	0.16	0.77	0.28	0.28	0.77	0.80	0.64	0.78	0.72	0.12
d, Delay for Lane Group [s/veh]	77.37	11.00	11.03	49.25	15.50	15.55	49.04	33.79	32.82	47.48	32.01	27.24
Lane Group LOS	E	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.63	1.30	1.26	1.67	2.58	2.52	1.73	4.62	3.24	1.95	4.20	0.55
50th-Percentile Queue Length [ft/ln]	165.71	32.52	31.62	41.67	64.48	63.10	43.20	115.52	81.00	48.80	105.01	13.73
95th-Percentile Queue Length [veh/ln]	10.85	2.34	2.28	3.00	4.64	4.54	3.11	8.15	5.83	3.51	7.56	0.99
95th-Percentile Queue Length [ft/ln]	271.27	58.53	56.92	75.01	116.06	113.57	77.76	203.65	145.81	87.83	189.02	24.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.37	11.01	11.03	49.25	15.52	15.55	49.04	33.79	32.82	47.48	32.01	27.24
Movement LOS	E	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	39.29			20.21			35.08			33.98		
Approach LOS	D			C			D			C		
d_I, Intersection Delay [s/veh]	32.44											
Intersection LOS	C											
Intersection V/C	0.435											

Emissions

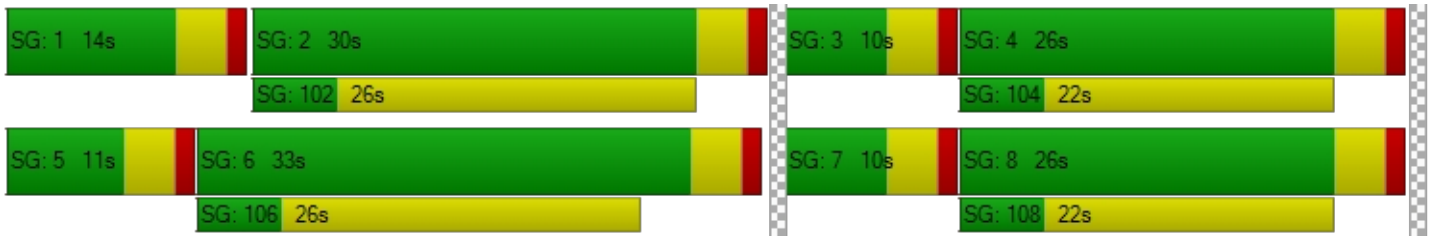
Vehicle Miles Traveled [mph]	109.74	75.08	72.74	37.04	116.07	113.19	38.97	260.65	93.13	14.80	80.64	5.99
Stops [stops/h]	298.29	58.53	56.92	75.01	116.06	113.57	77.76	415.86	145.81	87.83	378.05	24.71
Fuel consumption [US gal/h]	10.92	3.64	3.53	2.94	6.15	6.01	3.07	17.65	6.23	2.46	10.62	0.71
CO [g/h]	763.19	254.21	246.54	205.78	430.09	419.92	214.66	1233.51	435.74	171.89	742.57	49.76
NOx [g/h]	148.49	49.46	47.97	40.04	83.68	81.70	41.77	240.00	84.78	33.44	144.48	9.68
VOC [g/h]	176.88	58.92	57.14	47.69	99.68	97.32	49.75	285.88	100.99	39.84	172.10	11.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.679	2.584	2.912	2.768
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	725	650	550	550
d_b, Bicycle Delay [s]	16.26	18.23	21.03	21.03
l_b,int, Bicycle LOS Score for Intersection	1.991	2.008	2.244	2.071
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	125.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.976

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	153	644	137	192	794	31	23	264	188	131	230	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	140	467	0	0	474	64	104	127	206	62	55	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	26	0	0	108	0	0	29
Total Hourly Volume [veh/h]	325	1246	103	232	1435	76	132	446	325	221	333	87
Peak Hour Factor	0.9266	0.9266	0.9266	0.9141	0.9141	0.9141	0.9141	0.9141	0.9141	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	336	28	63	392	21	36	122	89	58	87	23
Total Analysis Volume [veh/h]	351	1345	111	254	1570	83	144	488	356	231	349	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	39	0	14	42	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	26	30	0	28	32	0	20	30	0	22	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	34	34	17	30	30	11	26	26	16	32	32
g / C, Green / Cycle	0.20	0.31	0.31	0.16	0.27	0.27	0.10	0.24	0.24	0.14	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.19	0.26	0.07	0.14	0.43	0.05	0.08	0.13	0.22	0.13	0.10	0.06
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	362	1612	503	288	979	437	176	865	386	262	1037	463
d1, Uniform Delay [s]	43.67	35.23	28.00	45.22	40.11	30.84	48.70	36.80	40.84	46.13	30.98	29.66
k, delay calibration	0.41	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.23	0.27	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	36.10	5.26	1.01	13.45	276.24	0.96	8.98	0.58	16.99	19.98	0.19	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.83	0.22	0.88	1.60	0.19	0.82	0.56	0.92	0.88	0.34	0.20
d, Delay for Lane Group [s/veh]	79.78	40.49	29.01	58.68	316.35	31.80	57.68	37.38	57.83	66.10	31.17	29.87
Lane Group LOS	E	D	C	E	F	C	E	D	E	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	12.72	11.36	2.22	7.62	50.14	1.75	4.20	5.62	10.81	7.61	3.68	1.85
50th-Percentile Queue Length [ft/ln]	318.05	284.05	55.56	190.46	1253.51	43.87	104.98	140.48	270.22	190.27	91.92	46.22
95th-Percentile Queue Length [veh/ln]	18.57	16.89	4.00	12.14	77.18	3.16	7.56	9.51	16.20	12.14	6.62	3.33
95th-Percentile Queue Length [ft/ln]	464.29	422.25	100.01	303.62	1929.39	78.97	188.97	237.67	405.01	303.38	165.46	83.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	79.78	40.49	29.01	58.68	316.35	31.80	57.68	37.38	57.83	66.10	31.17	29.87
Movement LOS	E	D	C	E	F	C	E	D	E	E	C	C
d_A, Approach Delay [s/veh]	47.42			269.64			47.71			43.02		
Approach LOS	D			F			D			D		
d_I, Intersection Delay [s/veh]	125.79											
Intersection LOS	F											
Intersection V/C	0.976											

Emissions

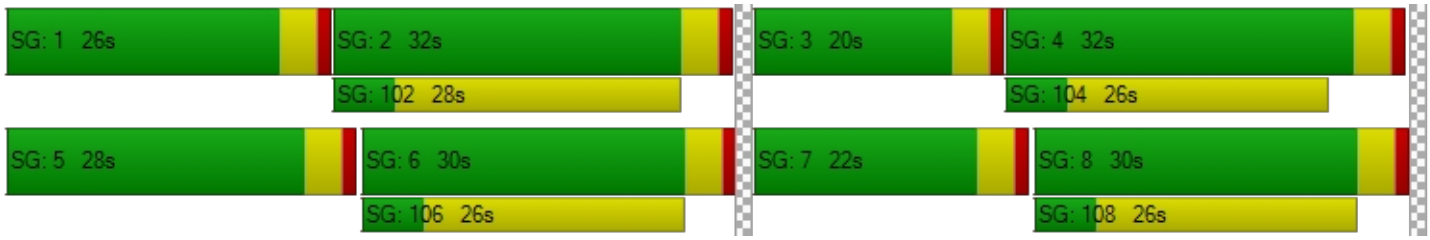
Vehicle Miles Traveled [mph]	18.79	71.99	5.94	111.92	691.78	36.57	13.90	47.11	34.37	116.91	176.64	46.06
Stops [stops/h]	416.35	1115.55	72.74	249.32	3281.92	57.43	137.43	367.81	353.74	249.08	240.67	60.50
Fuel consumption [US gal/h]	11.52	27.42	1.76	9.97	165.57	2.50	3.88	9.90	9.77	9.30	10.81	2.78
CO [g/h]	805.13	1916.66	123.26	696.83	11573.2	175.08	270.89	692.00	682.60	649.80	755.95	194.55
NOx [g/h]	156.65	372.91	23.98	135.58	2251.73	34.06	52.71	134.64	132.81	126.43	147.08	37.85
VOC [g/h]	186.60	444.21	28.57	161.50	2682.21	40.58	62.78	160.38	158.20	150.60	175.20	45.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.536	3.382	3.082	2.763
Crosswalk LOS	D	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	509	473	509
d_b, Bicycle Delay [s]	32.07	30.56	32.07	30.56
l_b,int, Bicycle LOS Score for Intersection	2.572	3.154	2.464	2.137
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	664.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.141

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	41	0	59	26	0	17	20	339	0	0	231	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	183	0	62	109	51	130	261	0	0	60	72
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	183	71	93	109	72	154	671	0	0	340	89
Peak Hour Factor	1.0000	1.0000	1.0000	0.8077	1.0000	0.8077	0.8800	0.8800	0.8800	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	46	18	29	27	22	44	191	0	0	103	27
Total Analysis Volume [veh/h]	50	183	71	115	109	89	175	763	0	0	411	108
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	2.14	0.11	0.21	1.18	0.12	0.17	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.50	664.64	628.30	13.26	247.77	213.56	9.08	0.00	0.00	9.19	0.00	0.00
Movement LOS	B	F	F	B	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	22.00	22.00	0.78	11.95	11.95	0.59	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.79	550.06	550.06	19.52	298.71	298.71	14.80	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	549.06			151.88			1.69			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	104.17											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	138	82	1	172	180	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	0	7	145	144	135
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	99	8	353	362	263
Peak Hour Factor	0.7801	0.7801	0.8788	0.8788	0.8652	0.8652
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	32	2	100	105	76
Total Analysis Volume [veh/h]	333	127	9	402	418	304
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	443	517	418	444	444	473	473	522
Degree of Utilization, x	0.75	0.25	0.02	0.45	0.45	0.44	0.44	0.58

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	6.25	0.96	0.07	2.31	2.31	2.23	2.23	3.69
95th-Percentile Queue Length [ft]	156.15	23.96	1.65	57.70	57.70	55.71	55.71	92.16
Approach Delay [s/veh]	26.15		17.22			17.30		
Approach LOS	D		C			C		
Intersection Delay [s/veh]	19.83							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	163.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	90	2	169	119	187	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	78	209	67	169	491
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	80	0	0	0	583
Total Hourly Volume [veh/h]	235	0	413	211	395	0
Peak Hour Factor	0.8214	0.8214	0.8944	0.8944	0.7950	0.7950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	0	115	59	124	0
Total Analysis Volume [veh/h]	286	0	462	236	497	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	30	0	5	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	37	51	9	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	40	40	40	40	40	40
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	5	19	13	13
g / C, Green / Cycle	0.24	0.24	0.13	0.47	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.26	0.07	0.27	0.00
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	876	391	227	1694	598	534
d1, Uniform Delay [s]	12.41	0.00	17.40	6.02	12.29	0.00
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.00	479.47	0.04	3.07	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.00	2.03	0.14	0.83	0.00
d, Delay for Lane Group [s/veh]	12.62	0.00	496.87	6.05	15.36	0.00
Lane Group LOS	B	A	F	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.77	0.00	31.86	0.30	3.60	0.00
50th-Percentile Queue Length [ft/ln]	19.26	0.00	796.54	7.46	89.95	0.00
95th-Percentile Queue Length [veh/ln]	1.39	0.00	50.60	0.54	6.48	0.00
95th-Percentile Queue Length [ft/ln]	34.67	0.00	1265.12	13.42	161.90	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.62	0.00	496.87	6.05	15.36	0.00
Movement LOS	B	A	F	A	B	A
d_A, Approach Delay [s/veh]	12.62		330.92		15.36	
Approach LOS	B		F		B	
d_I, Intersection Delay [s/veh]	163.56					
Intersection LOS	F					
Intersection V/C	0.609					

Emissions

Vehicle Miles Traveled [mph]	41.18	0.00	85.13	43.49	33.98	0.00
Stops [stops/h]	139.74	0.00	2889.38	54.10	326.27	0.00
Fuel consumption [US gal/h]	3.88	0.00	85.55	2.45	4.76	0.00
CO [g/h]	271.48	0.00	5979.97	171.53	332.40	0.00
NOx [g/h]	52.82	0.00	1163.49	33.37	64.67	0.00
VOC [g/h]	62.92	0.00	1385.92	39.75	77.04	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	504	2368	252
d_b, Bicycle Delay [s]	11.11	0.67	15.16
l_b,int, Bicycle LOS Score for Intersection	1.862	2.135	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	39	189	37	81	247	77	50	146	59	13	101	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	90	0	0	115	0	0	37	13	0	16	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	319	37	98	414	93	61	214	84	16	138	67
Peak Hour Factor	0.8588	0.8588	0.8588	0.8821	0.8821	0.8821	0.8231	0.8231	0.8231	0.8039	0.8039	0.8039
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	93	11	28	117	26	19	65	26	5	43	21
Total Analysis Volume [veh/h]	90	371	43	111	469	105	74	260	102	20	172	83
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	423	448	456	438	465	480	474	514	441	465	504
Degree of Utilization, x	0.21	0.46	0.45	0.25	0.62	0.60	0.16	0.70	0.05	0.37	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.80	2.39	2.32	0.99	4.09	3.85	0.55	5.54	0.14	1.68	0.58
95th-Percentile Queue Length [ft]	19.90	59.72	58.09	24.86	102.20	96.18	13.73	138.60	3.56	42.09	14.62
Approach Delay [s/veh]	16.57			20.18			22.54		13.54		
Approach LOS	C			C			C		B		
Intersection Delay [s/veh]	18.80										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	55	804	189	48	941	29	45	25	54	207	15	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	801	0	50	886	2	1	0	8	0	6	40
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	229	0	0	37	0	0	73	0	0	90
Total Hourly Volume [veh/h]	75	1774	0	108	2025	0	55	30	0	250	24	0
Peak Hour Factor	0.9319	0.9319	0.9319	0.8802	0.8802	0.8802	0.8576	0.8576	0.8576	0.8506	0.8506	0.8506
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	476	0	31	575	0	16	9	0	73	7	0
Total Analysis Volume [veh/h]	80	1904	0	123	2301	0	64	35	0	294	28	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	43	0	0	33	0	0	10	0	0	35	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	37	0	0	16	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	43	43	43	9	17	17	17
g / C, Green / Cycle	0.06	0.58	0.58	0.47	0.47	0.47	0.10	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.35	0.35	0.51	0.44	0.00	0.05	0.16	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	240	5176	1615	1841	1810	1900	1615
c, Capacity [veh/h]	106	2087	1096	133	2453	765	187	340	357	304
d1, Uniform Delay [s]	41.73	12.30	12.30	40.78	22.43	0.00	38.37	35.43	30.12	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.36	1.28	2.41	60.67	8.53	0.00	2.30	6.57	0.09	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.60	0.60	0.93	0.94	0.00	0.53	0.86	0.08	0.00
d, Delay for Lane Group [s/veh]	52.09	13.58	14.72	101.46	30.96	0.00	40.66	42.00	30.21	0.00
Lane Group LOS	D	B	B	F	C	A	D	D	C	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.03	7.70	8.43	4.87	15.15	0.00	2.19	6.82	0.51	0.00
50th-Percentile Queue Length [ft/ln]	50.86	192.43	210.79	121.80	378.87	0.00	54.77	170.40	12.77	0.00
95th-Percentile Queue Length [veh/ln]	3.66	12.25	13.19	8.49	21.54	0.00	3.94	11.10	0.92	0.00
95th-Percentile Queue Length [ft/ln]	91.54	306.18	329.85	212.29	538.48	0.00	98.59	277.44	22.98	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.09	13.97	14.72	101.46	30.96	0.00	40.66	40.66	40.66	42.00	30.21	0.00
Movement LOS	D	B	B	F	C	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	15.51			34.53			40.66			40.97		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	27.27											
Intersection LOS	C											
Intersection V/C	0.772											

Emissions

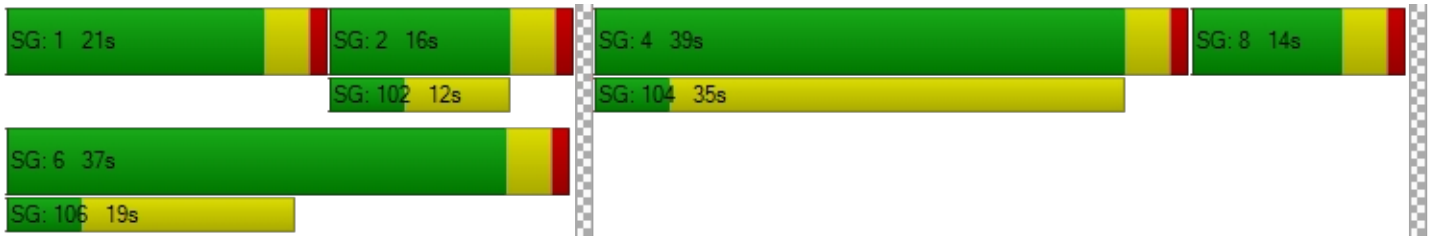
Vehicle Miles Traveled [mph]	39.93	623.02	327.22	11.90	222.64	0.00	7.89	148.53	14.15	0.00
Stops [stops/h]	81.37	615.78	337.27	194.87	1818.60	0.00	87.64	272.63	20.43	0.00
Fuel consumption [US gal/h]	2.94	32.50	17.30	5.37	44.74	0.00	1.51	10.24	0.89	0.00
CO [g/h]	205.59	2271.71	1209.09	375.37	3127.17	0.00	105.58	715.61	61.97	0.00
NOx [g/h]	40.00	441.99	235.24	73.03	608.43	0.00	20.54	139.23	12.06	0.00
VOC [g/h]	47.65	526.49	280.22	87.00	724.75	0.00	24.47	165.85	14.36	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.606	1.949	2.598
Crosswalk LOS	F	D	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	267	222	778
d_b, Bicycle Delay [s]	18.05	33.80	35.56	16.81
l_b,int, Bicycle LOS Score for Intersection	2.777	2.913	1.843	2.239
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	8	8	0	19	20	200	6	8	149	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	47	0	0	22	0	0	6	0	0	14
Total Hourly Volume [veh/h]	50	127	140	58	64	67	74	870	17	199	806	42
Peak Hour Factor	0.8780	0.8780	0.8780	0.8608	0.8608	0.8608	0.8955	0.8955	0.8955	0.7629	0.7629	0.7629
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	36	40	17	19	19	21	243	5	65	264	14
Total Analysis Volume [veh/h]	57	145	159	67	74	78	83	972	19	261	1057	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	13	26	0	15	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	20	0	21	32	0	20	27	0	22	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	29	4	30	30	5	26	26	15	35	35
g / C, Green / Cycle	0.04	0.32	0.05	0.33	0.33	0.06	0.29	0.29	0.16	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.04	0.04	0.05	0.05	0.27	0.01	0.14	0.29	0.03
s, saturation flow rate [veh/h]	1810	1739	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	77	559	89	624	530	109	1036	463	299	1415	631
d1, Uniform Delay [s]	42.62	25.11	42.23	21.12	21.32	41.63	31.33	23.18	36.66	23.58	17.28
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.22	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.29	3.77	11.85	0.39	0.58	10.22	4.83	0.04	14.92	0.81	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.54	0.75	0.12	0.15	0.76	0.94	0.04	0.87	0.75	0.09
d, Delay for Lane Group [s/veh]	55.90	28.88	54.09	21.50	21.91	51.85	36.16	23.22	51.58	24.39	17.34
Lane Group LOS	E	C	D	C	C	D	D	C	D	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.54	5.85	1.76	1.16	1.24	2.00	9.87	0.27	6.38	8.51	0.65
50th-Percentile Queue Length [ft/ln]	38.38	146.32	44.08	28.89	31.11	50.12	246.85	6.75	159.45	212.84	16.19
95th-Percentile Queue Length [veh/ln]	2.76	9.82	3.17	2.08	2.24	3.61	15.03	0.49	10.52	13.30	1.17
95th-Percentile Queue Length [ft/ln]	69.08	245.51	79.35	52.00	56.00	90.22	375.68	12.16	262.99	332.48	29.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.90	28.88	28.88	54.09	21.50	21.91	51.85	36.16	23.22	51.58	24.39	17.34
Movement LOS	E	C	C	D	C	C	D	D	C	D	C	B
d_A, Approach Delay [s/veh]	33.14			31.62			37.14			29.27		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.70											
Intersection LOS	C											
Intersection V/C	0.625											

Emissions

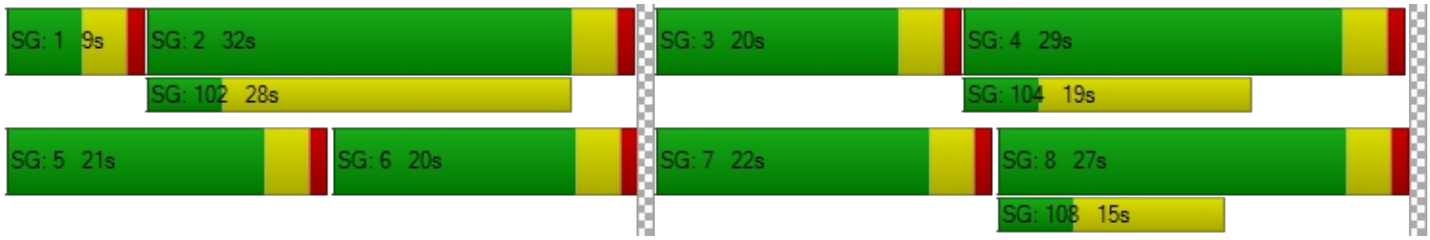
Vehicle Miles Traveled [mph]	8.00	42.64	9.33	10.30	10.86	41.54	486.43	9.51	68.18	276.12	14.37
Stops [stops/h]	61.41	234.11	70.54	46.22	49.78	80.19	789.91	10.81	255.12	681.10	25.90
Fuel consumption [US gal/h]	1.24	4.60	1.43	0.96	1.03	3.75	38.10	0.61	9.76	27.13	1.16
CO [g/h]	86.92	321.69	99.77	67.41	71.78	262.46	2662.93	42.54	682.15	1896.60	80.78
NOx [g/h]	16.91	62.59	19.41	13.12	13.97	51.07	518.11	8.28	132.72	369.01	15.72
VOC [g/h]	20.14	74.55	23.12	15.62	16.64	60.83	617.16	9.86	158.09	439.56	18.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.217	2.273	3.146	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	622	511	556
d_b, Bicycle Delay [s]	30.42	21.36	24.94	23.47
l_b,int, Bicycle LOS Score for Intersection	2.233	1.957	2.451	2.704
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: Neuvo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	104	233	129	20	246	55	56	632	107	129	565	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	21	0	90	38	0	55	137	5	0	130	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	17	0	0	34	0	0	19
Total Hourly Volume [veh/h]	135	303	117	114	336	50	123	902	100	156	814	58
Peak Hour Factor	0.8158	0.8158	0.8158	0.9249	0.9249	0.9249	0.9147	0.9147	0.9147	0.8738	0.8738	0.8738
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	93	36	31	91	14	34	247	27	45	233	17
Total Analysis Volume [veh/h]	165	371	143	123	363	54	134	986	109	179	932	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	25	0	12	25	0	8	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	28	28	0	16	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	7	22	22	9	24	24
g / C, Green / Cycle	0.39	0.39	0.39	0.39	0.10	0.32	0.32	0.12	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.17	0.20	0.09	0.50	0.07	0.27	0.07	0.10	0.26	0.04
s, saturation flow rate [veh/h]	985	1900	1615	1088	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	104	740	629	487	179	1144	511	223	1232	550
d1, Uniform Delay [s]	21.68	16.22	14.33	24.57	30.70	22.49	17.54	29.87	20.51	15.87
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	303.69	2.42	0.84	74.30	6.16	2.05	0.21	6.67	0.97	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.58	0.50	0.23	1.11	0.75	0.86	0.21	0.80	0.76	0.12
d, Delay for Lane Group [s/veh]	325.38	18.65	15.17	98.87	36.85	24.54	17.75	36.55	21.48	15.97
Lane Group LOS	F	B	B	F	D	C	B	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.22	4.33	1.45	17.52	2.36	7.07	1.19	3.14	6.11	0.67
50th-Percentile Queue Length [ft/ln]	255.53	108.22	36.26	438.05	59.06	176.78	29.82	78.44	152.66	16.65
95th-Percentile Queue Length [veh/ln]	18.40	7.74	2.61	26.10	4.25	11.43	2.15	5.65	10.16	1.20
95th-Percentile Queue Length [ft/ln]	459.96	193.52	65.27	652.43	106.31	285.80	53.67	141.20	253.97	29.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	325.38	18.65	15.17	98.87	98.87	98.87	36.85	24.54	17.75	36.55	21.48	15.97
Movement LOS	F	B	B	F	F	F	D	C	B	D	C	B
d_A, Approach Delay [s/veh]	92.45			98.87			25.28			23.46		
Approach LOS	F			F			C			C		
d_I, Intersection Delay [s/veh]	48.23											
Intersection LOS	D											
Intersection V/C	0.868											

Emissions

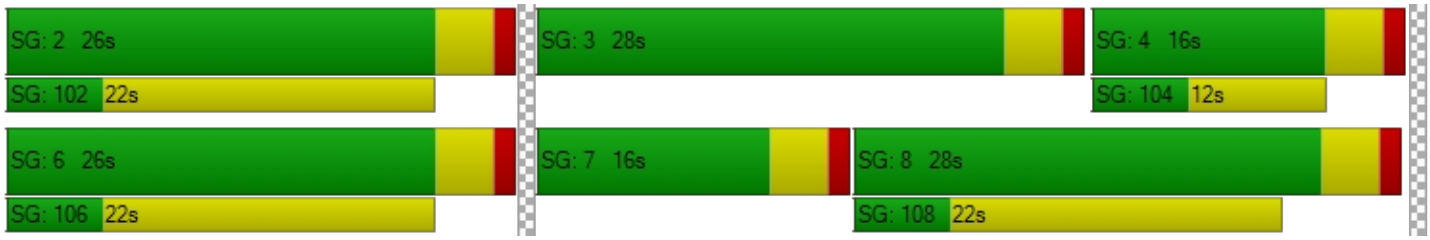
Vehicle Miles Traveled [mph]	62.34	140.17	54.03	271.31	67.79	498.83	55.14	89.58	466.41	33.03
Stops [stops/h]	525.67	222.61	74.60	901.13	121.50	727.32	61.34	161.37	628.07	34.24
Fuel consumption [US gal/h]	19.60	8.98	3.22	31.37	4.63	29.94	2.97	6.13	26.95	1.73
CO [g/h]	1369.77	627.76	225.14	2192.59	323.42	2092.55	207.71	428.15	1883.86	121.21
NOx [g/h]	266.51	122.14	43.80	426.60	62.92	407.13	40.41	83.30	366.53	23.58
VOC [g/h]	317.46	145.49	52.18	508.15	74.95	484.97	48.14	99.23	436.60	28.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.755	2.567	3.252	3.183
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	686	343
d_b, Bicycle Delay [s]	16.46	16.46	15.11	24.03
l_b,int, Bicycle LOS Score for Intersection	2.744	2.479	2.602	2.546
Bicycle LOS	B	B	B	B

Sequence

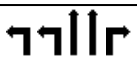
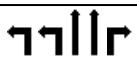
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	83.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.905

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	483	2	32	581	281	296	163	2	2	107	30
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	37	0	0	137	0	0	51	0	0	62
Total Hourly Volume [veh/h]	200	1058	110	305	1245	410	644	833	151	252	653	187
Peak Hour Factor	0.9406	0.9406	0.9406	0.9342	0.9342	0.9342	0.8402	0.8402	0.8402	0.8991	0.8991	0.8991
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	281	29	82	333	110	192	248	45	70	182	52
Total Analysis Volume [veh/h]	213	1125	117	326	1333	439	767	991	180	280	726	208
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	35	0	12	35	0	18	47	0	10	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	40	0	16	36	0	21	49	0	15	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	45	45	12	41	41	17	36	36	11	30	30
g / C, Green / Cycle	0.13	0.37	0.37	0.10	0.34	0.34	0.14	0.30	0.30	0.09	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.12	0.31	0.07	0.09	0.37	0.15	0.22	0.27	0.11	0.08	0.20	0.13
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	240	1340	598	351	1222	966	498	1102	492	322	921	411
d1, Uniform Delay [s]	51.19	34.53	25.65	53.57	39.72	31.07	51.50	39.95	32.65	53.79	41.70	38.26
k, delay calibration	0.33	0.50	0.50	0.11	0.50	0.50	0.23	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.17	6.46	0.73	10.69	54.04	1.54	247.95	2.95	0.46	7.15	1.54	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.84	0.20	0.93	1.09	0.45	1.54	0.90	0.37	0.87	0.79	0.51
d, Delay for Lane Group [s/veh]	77.36	40.99	26.38	64.26	93.77	32.61	299.45	42.91	33.10	60.95	43.24	39.22
Lane Group LOS	E	D	C	E	F	C	F	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.86	15.41	2.32	5.27	26.24	5.00	24.47	14.00	4.09	4.42	9.97	5.25
50th-Percentile Queue Length [ft/ln]	196.58	385.29	57.92	131.78	656.05	125.01	611.83	350.11	102.13	110.46	249.33	131.23
95th-Percentile Queue Length [veh/ln]	12.46	21.85	4.17	9.04	36.69	8.67	38.32	20.14	7.35	7.87	15.15	9.01
95th-Percentile Queue Length [ft/ln]	311.54	546.25	104.26	225.91	917.35	216.70	958.00	503.54	183.83	196.64	378.80	225.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.36	40.99	26.38	64.26	93.77	32.61	299.45	42.91	33.10	60.95	43.24	39.22
Movement LOS	E	D	C	E	F	C	F	D	C	E	D	D
d_A, Approach Delay [s/veh]	45.14			76.39			143.53			46.64		
Approach LOS	D			E			F			D		
d_I, Intersection Delay [s/veh]	83.63											
Intersection LOS	F											
Intersection V/C	0.905											

Emissions

Vehicle Miles Traveled [mph]	80.19	423.53	44.05	162.70	665.27	219.09	170.83	220.72	40.09	141.65	367.29	105.23
Stops [stops/h]	235.89	924.70	69.51	316.27	1574.52	300.03	1468.38	840.27	122.55	265.10	598.38	157.47
Fuel consumption [US gal/h]	9.03	35.40	3.00	13.77	67.81	14.15	67.27	24.81	3.85	11.15	25.42	6.98
CO [g/h]	631.51	2474.31	209.84	962.64	4740.13	989.36	4702.38	1734.44	269.29	779.42	1777.07	487.65
NOx [g/h]	122.87	481.41	40.83	187.29	922.26	192.49	914.91	337.46	52.39	151.65	345.75	94.88
VOC [g/h]	146.36	573.45	48.63	223.10	1098.57	229.29	1089.82	401.97	62.41	180.64	411.85	113.02

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.334	3.774	3.383	3.207
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	533	750	650
d_b, Bicycle Delay [s]	29.40	32.27	23.44	27.34
l_b,int, Bicycle LOS Score for Intersection	2.791	3.403	3.201	2.612
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	169.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.371

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	196	0	1091	946	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.2100	1.0000	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	159	0	695	631	37
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	396	0	2015	1776	78
Peak Hour Factor	1.0000	0.8099	1.0000	0.9633	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	122	0	523	485	21
Total Analysis Volume [veh/h]	0	489	0	2092	1941	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.37	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	169.42	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	12.26	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	306.58	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	169.42		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	17.98					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	63	4	409	0	0	0	54	686	0	0	750	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.0000	1.0000	1.0000	1.2100	1.2100	1.0000	1.0000	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	431	0	0	0	95	265	0	0	530	260
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	232	0	0	0	0	0	0	0	0	181
Total Hourly Volume [veh/h]	138	5	694	0	0	0	160	1095	0	0	1438	542
Peak Hour Factor	0.9006	0.9006	0.9006	1.0000	1.0000	1.0000	0.8783	0.8783	1.0000	1.0000	0.9261	0.9261
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	1	193	0	0	0	46	312	0	0	388	146
Total Analysis Volume [veh/h]	153	6	771	0	0	0	182	1247	0	0	1553	585
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	33	0	0	0	0	12	69	0	0	53	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	0	0	14	60	0	0	46	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	90	90		90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	30		10	52	38	38
g / C, Green / Cycle	0.33	0.33		0.11	0.58	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.09	0.27		0.10	0.34	0.30	0.36
s, saturation flow rate [veh/h]	1813	2859		1810	3618	5176	1615
c, Capacity [veh/h]	599	945		201	2101	2200	687
d1, Uniform Delay [s]	22.11	27.63		39.53	12.07	21.25	23.32
k, delay calibration	0.50	0.50		0.22	0.11	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.08	7.74		24.29	0.27	0.42	5.07
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.82		0.91	0.59	0.71	0.85
d, Delay for Lane Group [s/veh]	23.20	35.37		63.82	12.34	21.67	28.39
Lane Group LOS	C	D		E	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.51	8.09		5.18	6.89	8.25	11.10
50th-Percentile Queue Length [ft/ln]	62.85	202.13		129.45	172.16	206.35	277.42
95th-Percentile Queue Length [veh/ln]	4.53	12.75		8.91	11.19	12.97	16.56
95th-Percentile Queue Length [ft/ln]	113.14	318.71		222.74	279.75	324.14	414.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.20	23.20	35.37	0.00	0.00	0.00	63.82	12.34	0.00	0.00	21.67	28.39
Movement LOS	C	C	D				E	B			C	C
d_A, Approach Delay [s/veh]	33.29			0.00			18.90			23.51		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	24.07											
Intersection LOS	C											
Intersection V/C	0.733											

Emissions

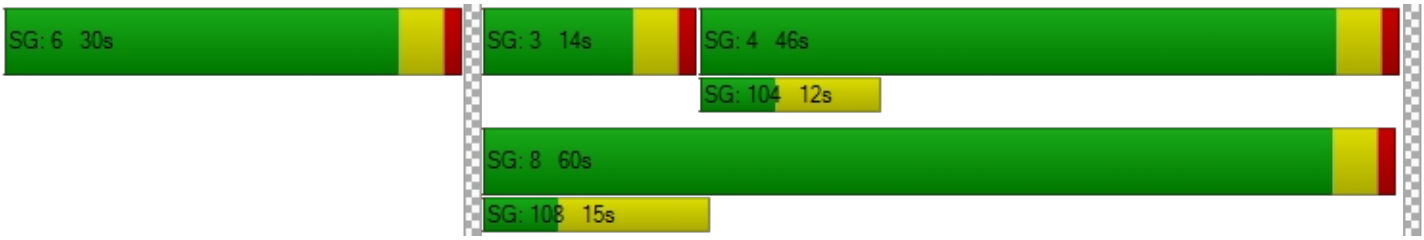
Vehicle Miles Traveled [mph]	27.64	134.02		15.08	103.31	85.36	32.15
Stops [stops/h]	100.57	646.80		207.11	550.91	990.46	443.88
Fuel consumption [US gal/h]	2.73	16.70		4.94	12.25	19.64	8.89
CO [g/h]	190.72	1167.58		345.18	855.94	1372.55	621.53
NOx [g/h]	37.11	227.17		67.16	166.54	267.05	120.93
VOC [g/h]	44.20	270.60		80.00	198.37	318.10	144.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.775	2.181	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	0	1244	933
d_b, Bicycle Delay [s]	22.76	45.00	6.42	12.80
l_b,int, Bicycle LOS Score for Intersection	3.477	4.132	2.739	2.835
Bicycle LOS	C	D	B	C

Sequence

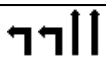
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	76.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.2100	1.2100	1.2100	1.0000	1.2100	1.2100	1.2100	1.2100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	263	0	62	0	97	95	529	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	41	0	0	47	0	0	0
Total Hourly Volume [veh/h]	0	0	0	852	1	121	0	426	141	1117	468	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8912	0.8912	0.8912	1.0000	0.7591	0.7591	0.8880	0.8880	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	239	0	34	0	140	46	314	132	0
Total Analysis Volume [veh/h]	0	0	0	956	1	136	0	561	186	1258	527	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	36	0	0	29	0	33	66	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	35	0	0	22	0	23	45	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		15	15	15	20	20	33	57
g / C, Green / Cycle		0.19	0.19	0.19	0.25	0.25	0.41	0.71
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.20	0.21	0.36	0.15
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1747	3514	3618
c, Capacity [veh/h]		343	343	306	477	438	1439	2570
d1, Uniform Delay [s]		32.42	32.42	28.69	27.94	28.55	21.72	3.93
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		194.74	194.68	4.62	2.87	4.78	1.82	0.04
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.40	1.40	0.44	0.78	0.85	0.87	0.21
d, Delay for Lane Group [s/veh]		227.16	227.10	33.31	30.81	33.34	23.54	3.96
Lane Group LOS		F	F	C	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		24.77	24.76	2.57	6.57	6.91	9.94	0.97
50th-Percentile Queue Length [ft/ln]		619.16	619.08	64.32	164.18	172.64	248.44	24.15
95th-Percentile Queue Length [veh/ln]		38.20	38.20	4.63	10.77	11.22	15.11	1.74
95th-Percentile Queue Length [ft/ln]		955.10	954.96	115.78	269.25	280.38	377.69	43.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	227.13	227.10	33.31	0.00	31.65	33.34	23.54	3.96	0.00
Movement LOS				F	F	C		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			203.01			32.07			17.76		
Approach LOS	A			F			C			B		
d_I, Intersection Delay [s/veh]	76.57											
Intersection LOS	E											
Intersection V/C	0.836											

Emissions

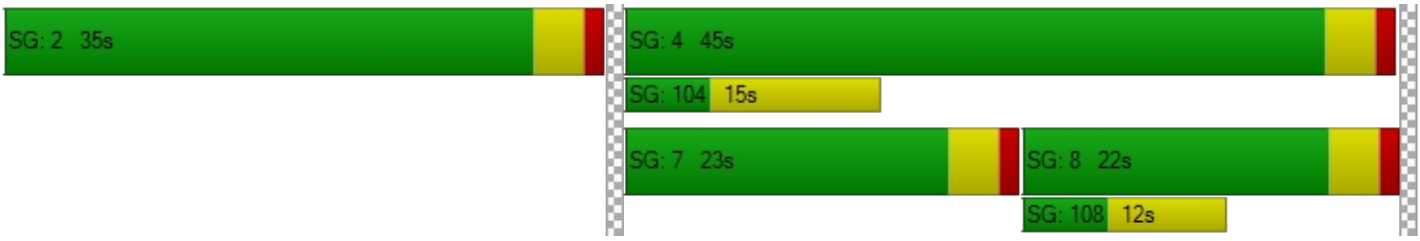
Vehicle Miles Traveled [mph]		41.37	41.37	11.76	98.99	98.99	104.22	43.66
Stops [stops/h]		1114.49	1114.34	115.78	295.53	310.74	894.39	86.93
Fuel consumption [US gal/h]		34.55	34.54	2.48	8.79	9.13	18.54	2.84
CO [g/h]		2414.78	2414.27	173.38	614.47	638.34	1296.27	198.73
NOx [g/h]		469.83	469.73	33.73	119.55	124.20	252.21	38.67
VOC [g/h]		559.65	559.53	40.18	142.41	147.94	300.42	46.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.438	2.486	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	775	450	1025
d_b, Bicycle Delay [s]	40.00	15.01	24.03	9.51
l_b,int, Bicycle LOS Score for Intersection	4.132	3.431	2.215	3.032
Bicycle LOS	D	C	B	C

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	0	30	13	12	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	514	11	39	491	42	50	19	71	6	16	29
Peak Hour Factor	0.7862	0.7862	0.7862	0.7814	0.7814	0.7814	0.7336	0.7336	0.7336	0.7685	0.7685	0.7685
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	163	3	12	157	13	17	6	24	2	5	9
Total Analysis Volume [veh/h]	59	654	14	50	628	54	68	26	97	8	21	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	508	548	550	508	548	557	501	485
Degree of Utilization, x	0.12	0.61	0.61	0.10	0.62	0.61	0.38	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	4.07	4.03	0.33	4.25	4.11	1.77	0.48
95th-Percentile Queue Length [ft]	9.78	101.75	100.84	8.13	106.23	102.65	44.26	11.90
Approach Delay [s/veh]	18.26			18.57			14.56	11.60
Approach LOS	C			C			B	B
Intersection Delay [s/veh]	17.72							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	724	68	88	781	53	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	523	12	19	565	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	24	0	0	0	19
Total Hourly Volume [veh/h]	1399	70	125	1510	77	58
Peak Hour Factor	0.8868	0.8868	0.9123	0.9123	0.7565	0.7565
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	394	20	34	414	25	19
Total Analysis Volume [veh/h]	1578	79	137	1655	102	77
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	15	0	21	40	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	25	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	7	56	6	6
g / C, Green / Cycle	0.64	0.64	0.10	0.80	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.44	0.44	0.08	0.46	0.06	0.05
s, saturation flow rate [veh/h]	1900	1869	1810	3618	1810	1615
c, Capacity [veh/h]	1221	1201	179	2891	157	140
d1, Uniform Delay [s]	7.92	8.02	30.74	2.61	30.94	30.66
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.04	3.26	6.63	0.83	4.48	3.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.69	0.76	0.57	0.65	0.55
d, Delay for Lane Group [s/veh]	10.96	11.28	37.37	3.44	35.42	34.00
Lane Group LOS	B	B	D	A	D	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.97	6.08	2.40	0.84	1.83	1.35
50th-Percentile Queue Length [ft/ln]	149.14	152.10	59.99	20.95	45.72	33.80
95th-Percentile Queue Length [veh/ln]	9.97	10.13	4.32	1.51	3.29	2.43
95th-Percentile Queue Length [ft/ln]	249.28	253.24	107.99	37.70	82.30	60.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.11	11.28	37.37	3.44	35.42	34.00
Movement LOS	B	B	D	A	D	C
d_A, Approach Delay [s/veh]	11.12		6.03		34.81	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	9.77					
Intersection LOS	A					
Intersection V/C	0.575					

Emissions

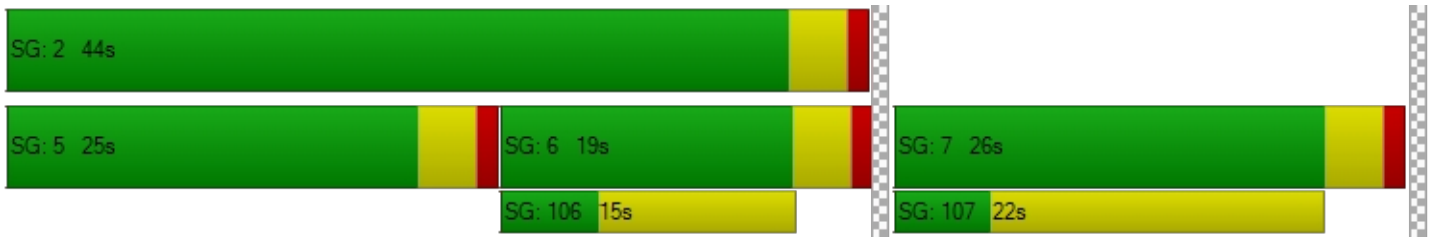
Vehicle Miles Traveled [mph]	359.72	359.72	51.58	623.06	51.20	38.65
Stops [stops/h]	306.80	312.90	123.42	86.18	94.05	69.52
Fuel consumption [US gal/h]	17.99	18.12	4.34	23.59	3.40	2.54
CO [g/h]	1257.71	1266.74	303.67	1648.65	237.55	177.37
NOx [g/h]	244.71	246.46	59.08	320.77	46.22	34.51
VOC [g/h]	291.49	293.58	70.38	382.09	55.05	41.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.303	2.075
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	429	1143	629
d_b, Bicycle Delay [s]	21.61	6.43	16.46
l_b,int, Bicycle LOS Score for Intersection	2.946	3.038	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	66	519	5	69	513	196	110	58	79	3	82	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	501	0	30	535	13	12	0	0	0	0	21
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	63	0	0	24	0	0	36
Total Hourly Volume [veh/h]	80	1129	4	113	1156	187	145	70	72	4	99	107
Peak Hour Factor	0.8932	0.8932	0.8932	0.8568	0.8568	0.8568	0.8129	0.8129	0.8129	0.7283	0.7283	0.7283
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	316	1	33	337	55	45	22	22	1	34	37
Total Analysis Volume [veh/h]	90	1264	4	132	1349	218	178	86	89	5	136	147
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	19	0	10	22	0	9	26	0	9	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	24	0	11	26	0	15	30	0	15	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	37	37	7	39	39	10	19	19	1	10	10
g / C, Green / Cycle	0.06	0.47	0.47	0.09	0.49	0.49	0.12	0.24	0.24	0.01	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.35	0.00	0.07	0.37	0.13	0.10	0.05	0.06	0.00	0.07	0.09
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	113	1688	754	158	1779	794	216	453	385	14	240	204
d1, Uniform Delay [s]	37.00	17.48	11.40	35.93	16.48	11.95	34.40	24.32	24.57	39.50	32.89	33.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.19	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.87	3.09	0.01	10.76	3.09	0.86	12.77	0.20	0.30	15.36	2.10	4.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.75	0.01	0.83	0.76	0.27	0.82	0.19	0.23	0.36	0.57	0.72
d, Delay for Lane Group [s/veh]	48.86	20.57	11.42	46.69	19.57	12.80	47.17	24.52	24.87	54.86	34.98	38.32
Lane Group LOS	D	C	B	D	B	B	D	C	C	D	C	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.01	8.76	0.04	2.85	9.06	2.13	3.93	1.23	1.29	0.15	2.46	2.83
50th-Percentile Queue Length [ft/ln]	50.21	218.88	0.90	71.33	226.43	53.30	98.16	30.74	32.30	3.78	61.60	70.86
95th-Percentile Queue Length [veh/ln]	3.61	13.61	0.06	5.14	13.99	3.84	7.07	2.21	2.33	0.27	4.44	5.10
95th-Percentile Queue Length [ft/ln]	90.37	340.20	1.61	128.39	349.82	95.94	176.69	55.34	58.14	6.81	110.88	127.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.86	20.57	11.42	46.69	19.57	12.80	47.17	24.52	24.87	54.86	34.98	38.32
Movement LOS	D	C	B	D	B	B	D	C	C	D	C	D
d_A, Approach Delay [s/veh]	22.42			20.80			36.03			37.03		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	24.12											
Intersection LOS	C											
Intersection V/C	0.612											

Emissions

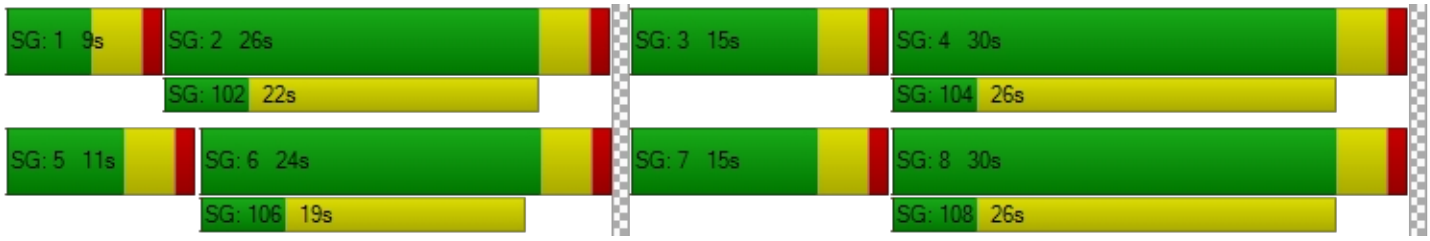
Vehicle Miles Traveled [mph]	26.03	365.54	1.16	25.35	259.04	41.86	20.06	9.69	10.03	0.63	17.17	18.56
Stops [stops/h]	90.37	787.98	1.61	128.39	815.14	95.94	176.69	55.34	58.14	6.81	110.88	127.55
Fuel consumption [US gal/h]	2.91	27.62	0.07	3.72	24.39	3.20	4.59	1.45	1.52	0.16	2.94	3.37
CO [g/h]	203.46	1930.60	4.82	259.98	1704.55	223.38	321.07	101.31	106.05	11.33	205.18	235.45
NOx [g/h]	39.59	375.62	0.94	50.58	331.64	43.46	62.47	19.71	20.63	2.21	39.92	45.81
VOC [g/h]	47.15	447.44	1.12	60.25	395.05	51.77	74.41	23.48	24.58	2.63	47.55	54.57

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.140	3.364	2.588	2.378
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	550	650	650
d_b, Bicycle Delay [s]	22.50	21.03	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	2.682	3.013	2.182	1.827
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	44.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	78	120	63	70	212	142	98	1376	115	114	969	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	47	0	11	2	5	302	11	31	247	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	31	0	0	44	0	0	38	0	0	12
Total Hourly Volume [veh/h]	112	163	92	85	268	130	124	1967	112	169	1419	36
Peak Hour Factor	0.7647	0.7647	0.7647	0.8573	0.8573	0.8573	0.9297	0.9297	0.9297	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	53	30	25	78	38	33	529	30	44	370	9
Total Analysis Volume [veh/h]	146	213	120	99	313	152	133	2116	120	176	1480	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	35	0	7	32	0	21	50	0	12	41	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	12	36	0	25	52	0	17	44	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	35	35	8	32	32	11	48	48	13	50	50
g / C, Green / Cycle	0.09	0.29	0.29	0.07	0.27	0.27	0.09	0.40	0.40	0.11	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.08	0.09	0.09	0.05	0.09	0.09	0.07	0.41	0.07	0.10	0.29	0.02
s, saturation flow rate [veh/h]	1810	1900	1676	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	166	554	489	121	965	431	163	2070	646	196	2165	675
d1, Uniform Delay [s]	53.85	33.15	33.25	55.29	35.32	35.62	53.62	36.00	23.33	52.84	28.44	20.79
k, delay calibration	0.30	0.50	0.50	0.23	0.50	0.50	0.11	0.11	0.11	0.33	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	30.53	1.48	1.76	24.23	0.89	2.26	9.49	15.52	0.14	31.30	0.39	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.31	0.32	0.82	0.32	0.35	0.82	1.02	0.19	0.90	0.68	0.06
d, Delay for Lane Group [s/veh]	84.38	34.63	35.01	79.52	36.22	37.88	63.11	51.52	23.47	84.15	28.82	20.83
Lane Group LOS	F	C	D	E	D	D	E	F	C	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.65	4.08	3.75	3.70	3.70	3.77	4.21	21.35	2.10	6.72	10.69	0.60
50th-Percentile Queue Length [ft/ln]	141.23	101.92	93.78	92.42	92.42	94.35	105.22	533.81	52.40	167.88	267.18	15.10
95th-Percentile Queue Length [veh/ln]	9.55	7.34	6.75	6.65	6.65	6.79	7.57	29.39	3.77	10.97	16.05	1.09
95th-Percentile Queue Length [ft/ln]	238.68	183.46	168.81	166.36	166.36	169.83	189.33	734.79	94.32	274.13	401.21	27.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	84.38	34.70	35.01	79.52	36.22	37.88	63.11	51.52	23.47	84.15	28.82	20.83
Movement LOS	F	C	D	E	D	D	E	F	C	F	C	C
d_A, Approach Delay [s/veh]	49.92			44.27			50.75			34.39		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	44.53											
Intersection LOS	D											
Intersection V/C	0.681											

Emissions

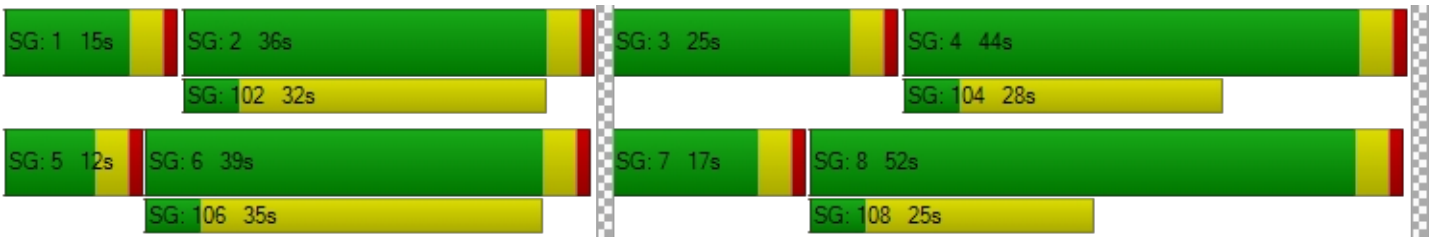
Vehicle Miles Traveled [mph]	84.79	101.25	92.13	17.33	54.80	26.61	15.08	239.97	13.61	43.99	369.88	9.50
Stops [stops/h]	169.47	122.30	112.54	110.91	221.81	113.22	126.26	1921.72	62.88	201.46	961.83	18.12
Fuel consumption [US gal/h]	7.52	6.22	5.69	3.58	6.94	3.49	4.56	65.90	2.20	8.23	38.92	0.82
CO [g/h]	525.65	434.78	397.54	249.90	485.32	244.07	318.58	4606.65	153.53	575.05	2720.50	56.99
NOx [g/h]	102.27	84.59	77.35	48.62	94.43	47.49	61.98	896.29	29.87	111.88	529.31	11.09
VOC [g/h]	121.83	100.77	92.13	57.92	112.48	56.56	73.83	1067.63	35.58	133.27	630.50	13.21

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.698	2.775	3.758	3.668
Crosswalk LOS	B	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	800	667
d_b, Bicycle Delay [s]	30.10	32.27	21.60	26.67
l_b,int, Bicycle LOS Score for Intersection	1.980	2.061	2.883	2.498
Bicycle LOS	A	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.246

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	57	149	13	10	307	26	13	24	54	18	23	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	83	0	0	53	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	8	0	0	16	0	0	6
Total Hourly Volume [veh/h]	69	263	12	12	424	23	16	29	49	22	28	16
Peak Hour Factor	0.7432	0.7432	0.7432	0.8693	0.8693	0.8693	0.7109	0.7109	0.7109	0.7770	0.7770	0.7770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	88	4	3	122	7	6	10	17	7	9	5
Total Analysis Volume [veh/h]	93	354	16	14	488	26	23	41	69	28	36	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	26	0	8	22	0	5	23	0	7	25	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	30	0	12	26	0	9	26	0	12	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	2	9	9	2	10	10
g / C, Green / Cycle	0.07	0.64	0.64	0.02	0.59	0.59	0.03	0.11	0.11	0.03	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.10	0.01	0.14	0.14	0.01	0.02	0.04	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1871	1810	1900	1866	1810	1900	1615	1810	1900	1679
c, Capacity [veh/h]	122	1212	1193	31	1117	1097	46	219	186	53	227	201
d1, Uniform Delay [s]	36.69	5.82	5.82	38.92	7.87	7.87	38.49	31.99	32.70	38.27	31.48	31.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.54	0.27	0.27	9.58	0.49	0.50	8.27	0.41	1.22	7.75	0.25	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.15	0.15	0.45	0.23	0.23	0.50	0.19	0.37	0.52	0.13	0.14
d, Delay for Lane Group [s/veh]	46.23	6.09	6.10	48.51	8.35	8.37	46.76	32.40	33.92	46.02	31.73	31.85
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	1.01	1.00	0.34	1.82	1.80	0.54	0.72	1.26	0.64	0.50	0.49
50th-Percentile Queue Length [ft/ln]	50.13	25.25	25.02	8.54	45.47	44.93	13.43	17.97	31.42	16.00	12.44	12.25
95th-Percentile Queue Length [veh/ln]	3.61	1.82	1.80	0.61	3.27	3.23	0.97	1.29	2.26	1.15	0.90	0.88
95th-Percentile Queue Length [ft/ln]	90.24	45.45	45.03	15.37	81.85	80.87	24.18	32.35	56.56	28.80	22.39	22.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.23	6.09	6.10	48.51	8.36	8.37	46.76	32.40	33.92	46.02	31.75	31.85
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.15			9.42			35.67			36.47		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	16.02											
Intersection LOS	B											
Intersection V/C	0.246											

Emissions

Vehicle Miles Traveled [mph]	46.22	92.45	91.43	8.13	150.30	148.19	1.01	1.81	3.04	14.04	14.45	14.14
Stops [stops/h]	90.24	45.45	45.03	15.37	81.85	80.87	24.18	32.35	56.56	28.80	22.39	22.04
Fuel consumption [US gal/h]	3.58	3.96	3.92	0.61	6.61	6.52	0.44	0.58	1.02	1.01	0.91	0.89
CO [g/h]	250.32	277.12	274.17	42.50	462.00	455.73	30.71	40.71	71.12	70.88	63.27	62.03
NOx [g/h]	48.70	53.92	53.34	8.27	89.89	88.67	5.97	7.92	13.84	13.79	12.31	12.07
VOC [g/h]	58.01	64.23	63.54	9.85	107.07	105.62	7.12	9.44	16.48	16.43	14.66	14.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.614	2.582	2.389	2.342
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	550	550	625
d_b, Bicycle Delay [s]	18.23	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.945	2.002	1.683	1.635
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	28.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.360

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	250.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	275.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	8	80	63	52	242	19	12	111	25	79	48	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	83	10	0	53	0	0	0	0	213	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	22	0	0	6	0	0	8	0	0	9
Total Hourly Volume [veh/h]	10	180	64	63	346	17	15	134	22	309	58	25
Peak Hour Factor	0.9406	0.9406	0.9406	0.8054	0.8054	0.8054	0.9545	0.9545	0.9545	0.8708	0.8708	0.8708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	48	17	20	107	5	4	35	6	89	17	7
Total Analysis Volume [veh/h]	11	191	68	78	430	21	16	140	23	355	67	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	26	0	6	26	0	26	22	0	30	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	20	26	0	24	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	40	40	5	44	44	2	10	10	19	28	28
g / C, Green / Cycle	0.01	0.44	0.44	0.06	0.48	0.48	0.02	0.11	0.11	0.21	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.07	0.04	0.12	0.01	0.01	0.04	0.01	0.20	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1736	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	25	839	766	101	1749	781	35	399	178	389	1105	493
d1, Uniform Delay [s]	44.04	15.09	15.14	41.94	13.63	12.17	43.64	37.06	36.14	34.52	22.12	22.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.78	0.40	0.46	11.89	0.34	0.06	8.75	0.53	0.32	11.27	0.02	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.16	0.17	0.77	0.25	0.03	0.45	0.35	0.13	0.91	0.06	0.06
d, Delay for Lane Group [s/veh]	55.81	15.49	15.60	53.83	13.96	12.23	52.40	37.58	36.46	45.79	22.14	22.15
Lane Group LOS	E	B	B	D	B	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.32	1.67	1.61	1.97	2.36	0.21	0.42	1.39	0.45	8.31	0.47	0.41
50th-Percentile Queue Length [ft/ln]	8.06	41.69	40.25	49.16	58.96	5.31	10.61	34.76	11.30	207.80	11.86	10.35
95th-Percentile Queue Length [veh/ln]	0.58	3.00	2.90	3.54	4.24	0.38	0.76	2.50	0.81	13.04	0.85	0.75
95th-Percentile Queue Length [ft/ln]	14.51	75.04	72.45	88.50	106.12	9.56	19.10	62.56	20.35	326.01	21.35	18.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.81	15.52	15.60	53.83	13.96	12.23	52.40	37.58	36.46	45.79	22.14	22.15
Movement LOS	E	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	17.18			19.77			38.76			40.76		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	28.29											
Intersection LOS	C											
Intersection V/C	0.360											

Emissions

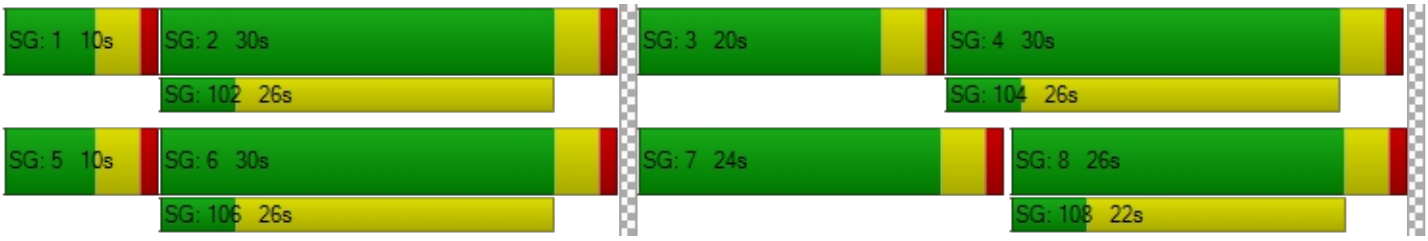
Vehicle Miles Traveled [mph]	5.52	66.47	63.59	38.76	213.70	10.44	2.67	23.37	3.84	152.81	28.84	12.48
Stops [stops/h]	12.90	66.70	64.40	78.66	188.66	8.49	16.98	111.22	18.08	332.49	37.95	16.57
Fuel consumption [US gal/h]	0.42	3.52	3.38	3.16	10.89	0.52	0.47	3.25	0.53	12.68	1.76	0.76
CO [g/h]	29.61	246.20	235.97	220.97	761.41	36.04	33.08	227.48	36.84	886.32	123.18	53.45
NOx [g/h]	5.76	47.90	45.91	42.99	148.14	7.01	6.44	44.26	7.17	172.45	23.97	10.40
VOC [g/h]	6.86	57.06	54.69	51.21	176.46	8.35	7.67	52.72	8.54	205.41	28.55	12.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.549	2.653	2.537	2.654
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	1.801	2.001	1.714	1.939
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	91.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.954

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100	1.2100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	380	0	139	352	44	51	0	0	0	0	70
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	62	0	0	11	0	0	32
Total Hourly Volume [veh/h]	63	702	44	250	780	184	337	835	33	88	557	97
Peak Hour Factor	0.8368	0.8368	0.8368	0.8264	0.8264	0.8264	0.8504	0.8504	0.8504	0.8966	0.8966	0.8966
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	210	13	76	236	56	99	245	10	25	155	27
Total Analysis Volume [veh/h]	75	839	53	303	944	223	396	982	39	98	621	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	17	48	0	19	35	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	44	0	16	51	0	24	39	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	40	40	12	47	47	20	35	35	7	22	22
g / C, Green / Cycle	0.05	0.36	0.36	0.11	0.43	0.43	0.18	0.32	0.32	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.24	0.24	0.17	0.50	0.14	0.22	0.27	0.27	0.05	0.20	0.20
s, saturation flow rate [veh/h]	1810	1900	1861	1810	1900	1615	1810	1900	1875	1810	1900	1803
c, Capacity [veh/h]	82	691	677	197	812	690	329	605	596	115	380	361
d1, Uniform Delay [s]	52.28	29.20	29.20	49.00	31.50	20.93	45.00	35.03	35.07	50.98	43.82	43.83
k, delay calibration	0.23	0.50	0.50	0.48	0.50	0.50	0.50	0.35	0.35	0.23	0.42	0.42
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	46.98	4.74	4.84	263.48	86.66	1.24	116.97	10.07	10.39	29.23	38.61	40.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.65	0.65	1.53	1.16	0.32	1.20	0.85	0.85	0.85	0.98	0.98
d, Delay for Lane Group [s/veh]	99.26	33.94	34.04	312.48	118.16	22.17	161.97	45.10	45.46	80.21	82.44	83.86
Lane Group LOS	F	C	C	F	F	C	F	D	D	F	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	10.29	10.10	19.69	39.29	3.84	19.49	14.15	14.06	3.58	14.00	13.45
50th-Percentile Queue Length [ft/ln]	76.91	257.30	252.42	492.24	982.35	96.08	487.29	353.84	351.60	89.43	350.10	336.14
95th-Percentile Queue Length [veh/ln]	5.54	15.55	15.31	31.17	55.15	6.92	29.24	20.32	20.21	6.44	20.14	19.46
95th-Percentile Queue Length [ft/ln]	138.44	388.84	382.70	779.33	1378.70	172.94	731.06	508.08	505.35	160.97	503.53	486.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.26	33.99	34.04	312.48	118.16	22.17	161.97	45.27	45.46	80.21	83.00	83.86
Movement LOS	F	C	C	F	F	C	F	D	D	F	F	F
d_A, Approach Delay [s/veh]	39.05			143.65			77.89			82.78		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	91.38											
Intersection LOS	F											
Intersection V/C	0.954											

Emissions

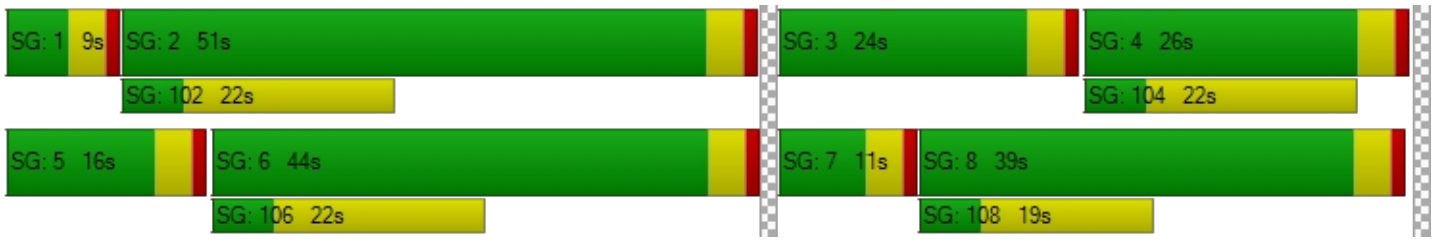
Vehicle Miles Traveled [mph]	5.37	32.29	31.62	87.63	273.00	64.49	36.71	47.57	47.07	11.62	44.34	42.13
Stops [stops/h]	100.68	336.84	330.45	644.38	1285.99	125.77	637.91	463.20	460.27	117.07	458.32	440.04
Fuel consumption [US gal/h]	2.95	8.41	8.25	30.28	48.04	4.78	19.25	10.01	9.95	2.92	11.41	10.98
CO [g/h]	206.26	587.69	576.63	2116.51	3358.15	334.16	1345.35	699.52	695.68	204.31	797.35	767.20
NOx [g/h]	40.13	114.34	112.19	411.80	653.37	65.02	261.76	136.10	135.35	39.75	155.13	149.27
VOC [g/h]	47.80	136.20	133.64	490.52	778.28	77.44	311.80	162.12	161.23	47.35	184.79	177.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.922	3.250	2.875	2.860
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	727	855	636	400
d_b, Bicycle Delay [s]	22.27	18.04	25.57	35.20
l_b,int, Bicycle LOS Score for Intersection	2.370	4.087	2.738	2.268
Bicycle LOS	B	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	625	722	31	51	151
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	8	0	38
Total Hourly Volume [veh/h]	217	625	722	23	51	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	156	181	6	13	28
Total Analysis Volume [veh/h]	217	625	722	23	51	113
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	86	77	0	26	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30	60	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	77	60	60	5	5	5
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.17	0.14	0.01	0.03	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	5176	1615	1810	1615	1615
c, Capacity [veh/h]	259	3077	3431	1071	110	98	98
d1, Uniform Delay [s]	37.55	1.22	5.94	5.19	40.86	41.14	41.14
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.09	0.15	0.14	0.04	3.03	5.26	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.20	0.21	0.02	0.46	0.58	0.58
d, Delay for Lane Group [s/veh]	44.64	1.37	6.08	5.22	43.89	46.40	46.40
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.91	0.12	1.40	0.12	1.17	1.35	1.35
50th-Percentile Queue Length [ft/ln]	122.87	3.07	34.94	3.10	29.36	33.76	33.76
95th-Percentile Queue Length [veh/ln]	8.55	0.22	2.52	0.22	2.11	2.43	2.43
95th-Percentile Queue Length [ft/ln]	213.77	5.52	62.88	5.57	52.85	60.76	60.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.64	1.37	6.08	5.22	43.89	46.40
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	12.52		6.06		45.62	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	12.87					
Intersection LOS	B					
Intersection V/C	0.294					

Emissions

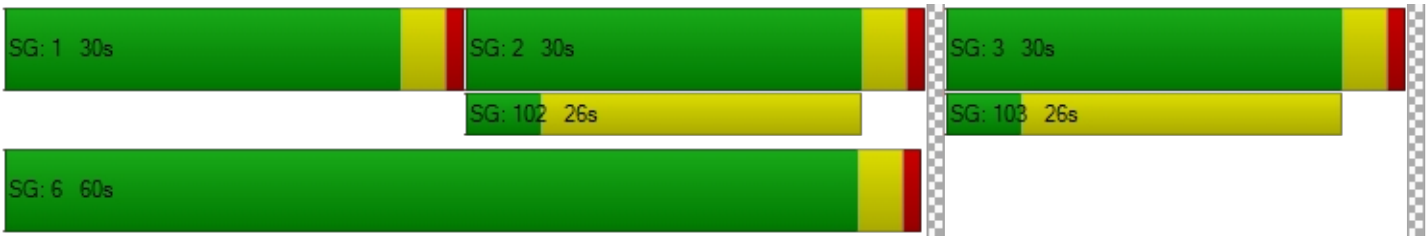
Vehicle Miles Traveled [mph]	33.42	96.25	46.42	1.48	4.01	4.45	4.45
Stops [stops/h]	196.60	9.81	167.69	4.95	46.98	54.01	54.01
Fuel consumption [US gal/h]	5.56	3.59	4.57	0.14	0.88	1.01	1.01
CO [g/h]	388.72	251.28	319.42	9.56	61.53	70.94	70.94
NOx [g/h]	75.63	48.89	62.15	1.86	11.97	13.80	13.80
VOC [g/h]	90.09	58.24	74.03	2.22	14.26	16.44	16.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.872	2.814	2.443
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	578	578
d_b, Bicycle Delay [s]	6.42	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.254	1.974	1.893
Bicycle LOS	B	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.209

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	10	37	72	70	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	10	37	72	70	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	3	9	18	18	8
Total Analysis Volume [veh/h]	151	10	37	72	70	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	771	665	733	638	809
Degree of Utilization, x	0.21	0.06	0.10	0.11	0.04

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.78	0.18	0.33	0.37	0.12
95th-Percentile Queue Length [ft]	19.60	4.41	8.14	9.21	3.08
Approach Delay [s/veh]	8.90	8.24		8.51	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.60				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	42.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	106	83	201	54	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1800	1.1800	1.1800	1.1800	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	0	123	85	74	42
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	125	221	322	138	115
Peak Hour Factor	0.7370	0.7370	0.7820	0.7820	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	42	71	103	39	33
Total Analysis Volume [veh/h]	58	170	283	412	158	131
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.21	0.00	0.64	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	8.37	0.00	42.24	8.94
Movement LOS	A	A	A	A	E	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.79	0.00	3.93	0.43
95th-Percentile Queue Length [ft/ln]	0.00	0.00	19.74	0.00	98.30	10.70
d_A, Approach Delay [s/veh]	0.00		3.41		27.14	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	8.43					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	3	0	9	3	0	22	3
Total Analysis Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.46	0.00	0.00	8.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.94	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.46			8.60			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	23	23	0	6	3	6	3	36	13	14
Total Analysis Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.20	0.00	0.02	0.01	0.00	0.00	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	12.81	13.46	9.05	15.12	14.64	10.62	7.42	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.47	0.86	0.86	0.86	0.02	0.00	0.00	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.77	11.77	11.77	21.56	21.56	21.56	0.61	0.00	0.00	7.40	0.00	0.00
d_A, Approach Delay [s/veh]	9.89			14.14			1.89			4.32		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	7.48											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	842	874	0	0	64
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	842	874	0	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	211	219	0	0	16
Total Analysis Volume [veh/h]	0	842	874	0	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.46
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.19
d_A, Approach Delay [s/veh]	0.00		0.00		13.46	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	145	0	0	141	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	0	0	141	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	0	35	0	4
Total Analysis Volume [veh/h]	145	0	0	141	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.04
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.35
d_A, Approach Delay [s/veh]	0.00		0.00		9.04	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	676	689	18	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	676	689	18	0	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	169	172	5	0	16
Total Analysis Volume [veh/h]	0	676	689	18	0	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.26
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.77
d_A, Approach Delay [s/veh]	0.00		0.00		12.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.172

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	583	656	62	0	52
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	583	656	62	0	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	146	164	16	0	13
Total Analysis Volume [veh/h]	93	583	656	62	0	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.01	0.01	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	13.03	0.00	0.00	0.00	0.00	11.89
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.62	0.00	0.00	0.00	0.00	0.30
95th-Percentile Queue Length [ft/ln]	15.40	0.00	0.00	0.00	0.00	7.43
d_A, Approach Delay [s/veh]	1.79		0.00		11.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	3,225.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	7.554

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	170	0	26	77	490	0	0	394	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.1800	1.0000	1.1800	1.1800	1.1800	1.0000	1.0000	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	116	15	0	0	22	307	6	125	111	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	116	216	0	31	113	885	6	125	576	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9141	0.9141	0.9141	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	29	54	0	8	31	242	2	38	174	18
Total Analysis Volume [veh/h]	13	0	116	216	0	31	124	968	7	151	696	74
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.45	0.00	0.22	7.55	0.00	0.05	0.15	0.01	0.00	0.21	0.01	0.00
d_M, Delay for Movement [s/veh]	159.39	170.14	42.42	3225.08	3227.26	3105.00	9.93	0.00	0.00	11.37	0.00	0.00
Movement LOS	F	F	E	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	3.99	3.99	3.99	29.91	29.91	29.91	0.51	0.00	0.00	0.79	0.00	0.00
95th-Percentile Queue Length [ft/ln]	99.85	99.85	99.85	747.78	747.78	747.78	12.68	0.00	0.00	19.84	0.00	0.00
d_A, Approach Delay [s/veh]	54.20			3210.01			1.12			1.86		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	335.06											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	75	0	57	50	326	0	0	420	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.1800	1.0000	1.1800	1.1800	1.1800	1.0000	1.0000	1.1800	1.1800
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	12	6	0	8	0	317	6	0	124	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	95	0	75	59	702	6	0	620	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9141	0.9141	0.9141	0.8277	0.8277	0.8277
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	24	0	19	16	192	2	0	187	31
Total Analysis Volume [veh/h]	0	0	12	95	0	75	65	768	7	0	749	122
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.13	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	10.95	0.00	0.00	12.21	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			B		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.49	0.00	0.00	11.19	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.95			12.21			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.60											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	8	214	23	39	257
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	8	214	23	39	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	54	6	10	64
Total Analysis Volume [veh/h]	22	8	214	23	39	257
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	11.96	9.23	0.00	0.00	7.76	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.09	0.00
95th-Percentile Queue Length [ft/ln]	3.89	3.89	0.00	0.00	2.24	0.00
d_A, Approach Delay [s/veh]	11.24		0.00		1.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	362	66	0	111
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	362	66	0	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	91	17	0	28
Total Analysis Volume [veh/h]	0	30	362	66	0	111
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.69	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	3.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	169	0	20	211	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	8
Total Hourly Volume [veh/h]	0	169	0	20	211	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	42	0	5	53	0	6
Total Analysis Volume [veh/h]	0	169	0	20	211	0	25
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.04	0.04	0.02	0.06	0.02
s, saturation flow rate [veh/h]	1189	1900	1900	1236	3618	1615
c, Capacity [veh/h]	1047	1587	1587	1087	3022	51
d1, Uniform Delay [s]	0.00	0.85	0.85	1.44	0.86	28.59
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.06	0.06	0.03	0.04	7.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.05	0.05	0.02	0.07	0.49
d, Delay for Lane Group [s/veh]	0.00	0.92	0.92	1.47	0.91	35.79
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.03	0.03	0.03	0.02	0.44
50th-Percentile Queue Length [ft/ln]	0.00	0.70	0.70	0.68	0.47	10.97
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.05	0.05	0.03	0.79
95th-Percentile Queue Length [ft/ln]	0.00	1.27	1.27	1.22	0.84	19.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.92	0.92	1.47	0.91	0.00	35.79
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]		0.92		0.96		35.79	
Approach LOS		A		A		D	
d_I, Intersection Delay [s/veh]				2.99			
Intersection LOS				A			
Intersection V/C				0.074			

Emissions

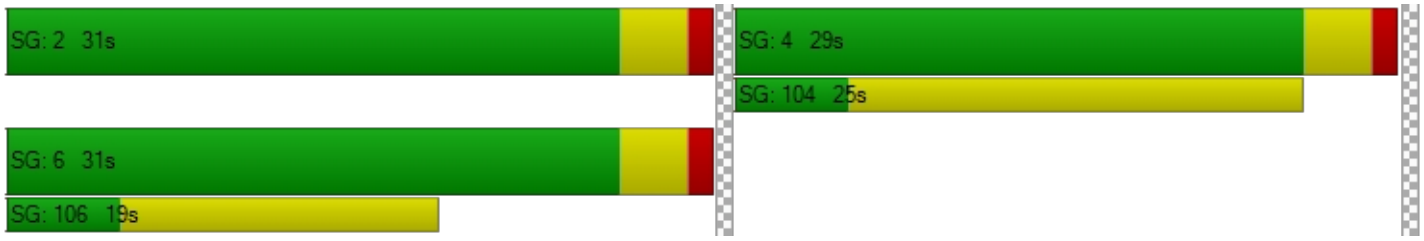
Vehicle Miles Traveled [mph]	0.00	7.68	7.68	0.79	8.29	2.24
Stops [stops/h]	0.00	1.69	1.69	1.63	2.25	26.34
Fuel consumption [US gal/h]	0.00	0.30	0.30	0.05	0.39	0.42
CO [g/h]	0.00	20.97	20.97	3.31	27.45	29.35
NOx [g/h]	0.00	4.08	4.08	0.64	5.34	5.71
VOC [g/h]	0.00	4.86	4.86	0.77	6.36	6.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.392	2.365	1.978
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.699	1.750	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	142	10	0	144
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	142	10	0	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	36	3	0	36
Total Analysis Volume [veh/h]	0	10	142	10	0	144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.73	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.78	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	7	287	0	8	650
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	7	287	0	8	650
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	72	0	2	163
Total Analysis Volume [veh/h]	10	7	287	0	8	650
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	13.85	9.29	0.00	0.00	7.82	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	2.47	2.47	0.00	0.00	0.47	0.00
d_A, Approach Delay [s/veh]	11.98		0.00		0.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	202	0	5	231	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	0	5	231	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	1	58	0	1
Total Analysis Volume [veh/h]	202	0	5	231	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	0.00	8.83
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.27	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.16		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	109	10	0	211	0	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	10	0	211	0	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	3	0	53	0	15
Total Analysis Volume [veh/h]	109	10	0	211	0	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.83
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.78
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	118	0	7	204	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	0	7	204	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	2	51	0	1
Total Analysis Volume [veh/h]	118	0	7	204	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.44	0.00	0.00	8.60
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.36	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.25		8.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	90	4	2	202	18	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	4	2	202	18	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	1	1	51	5	7
Total Analysis Volume [veh/h]	90	4	2	202	18	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	9.84	8.75
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	3.99	3.99
d_A, Approach Delay [s/veh]	0.00		0.07		9.17	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	0	1	218	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	0	1	218	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	0	55	0	0
Total Analysis Volume [veh/h]	93	0	1	218	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.03		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	91	0	7	211	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	0	7	211	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	2	53	0	1
Total Analysis Volume [veh/h]	91	0	7	211	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.35	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.24		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	94	0	0	0	0	0	0	91	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.1800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.1800	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	110	0	0	105	6	8	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	28	0	26	2	2	0	2	27	0	0
Total Analysis Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.16	0.00	0.00
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	7.65	0.00	0.00	10.53	0.00	8.88	11.59	11.90	10.15
Movement LOS	A	A	A	A	A	A	B		A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.06	0.00	0.06	0.58	0.58	0.58
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.37	0.00	0.00	0.00	1.57	0.00	1.57	14.57	14.57	14.57
d_A, Approach Delay [s/veh]	0.26			0.00			9.70			11.59		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.14											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	29	0	16	19	1	4	0	1	8	0	4
Total Analysis Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.00	0.01	0.05	0.00	0.02
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.52	0.00	0.00	11.29	0.00	8.81	11.39	0.00	9.21
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.13	0.00	0.00	0.09	0.00	0.09	0.23	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.17	3.26	0.00	0.00	2.36	0.00	2.36	5.65	0.00	5.65
d_A, Approach Delay [s/veh]	0.25			3.31			10.67			10.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.74											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	4	208	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	0	4	208	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	1	52	0	1
Total Analysis Volume [veh/h]	89	0	4	208	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.20	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.14		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	77	2	0	208	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	2	0	208	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	1	0	52	0	3
Total Analysis Volume [veh/h]	77	2	0	208	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.54
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.96
d_A, Approach Delay [s/veh]	0.00		0.00		8.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	5	10	113	111	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	10	113	111	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	28	28	1
Total Analysis Volume [veh/h]	5	5	10	113	111	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.90	8.86	7.43	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.91	0.91	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	9.38		0.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	A					

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Harvest Landing

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Report File: C:\...\GP AM.pdf

Scenario 1 GP AM
2/21/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	1.554	350.3	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	SB Left	1.371	317.5	F
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.799	39.5	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	NB Left	1.138	133.0	F
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.964	74.5	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.775	30.9	C
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	SB Left	0.647	43.8	D
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.638	32.7	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.661	31.5	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	NB Right	1.449	109.6	F
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	0.718	37.1	D
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	EB Thru	1.058	53.6	F
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	EB Left	0.706	50.6	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.676	27.4	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	WB Right	0.362	21.8	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.291	16.1	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.756	45.4	D

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	WB Left	0.672	35.9	D
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.719	49.2	E
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	WB Right	0.808	21.8	C
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.006	15.5	C
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Left	1.003	40.4	E
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	0.870	33.6	C
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	SB Left	0.762	46.5	D
25	Nuevo Rd/Redlands Ave	Signalized	HCM 7th Edition	WB Thru	0.746	53.0	D
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.805	47.7	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.593	21.9	C
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	WB Right	1.074	85.2	F
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	EB Right	0.471	17.5	B
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	1.004	44.0	E
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.594	11.3	B
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	SB Left	1.063	117.6	F
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.667	48.8	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.320	26.5	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.342	23.1	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.800	49.5	D
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	SB Thru	0.094	0.5	A
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	NB Thru	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.175	13.4	B
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.136	20.3	C
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.094	19.3	C
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.059	8.9	A
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	350.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.554

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	1192	1825	403	274	2268	300	50	415	116	452	1336	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	101	0	0	75	0	0	29	0	0	44
Total Hourly Volume [veh/h]	1192	1825	302	274	2268	225	50	415	87	452	1336	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	298	456	76	69	567	56	13	104	22	113	334	33
Total Analysis Volume [veh/h]	1192	1825	302	274	2268	225	50	415	87	452	1336	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	0	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	36	47	0	18	29	0	9	39	0	16	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	43	43	14	25	25	4	35	35	12	43	43
g / C, Green / Cycle	0.27	0.36	0.36	0.12	0.21	0.21	0.04	0.29	0.29	0.10	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.66	0.35	0.19	0.15	0.45	0.47	0.03	0.14	0.14	0.25	0.39	0.40
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1816	1810	1900	1788	1810	1900	1842
c, Capacity [veh/h]	483	1862	581	211	759	381	65	551	519	181	673	652
d1, Uniform Delay [s]	44.00	37.99	30.25	53.00	47.41	47.41	57.33	34.96	35.02	54.00	38.75	38.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	667.83	16.64	3.30	164.35	526.56	566.57	16.80	0.62	0.67	690.25	62.14	74.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.47	0.98	0.52	1.30	2.16	2.24	0.77	0.47	0.47	2.50	1.09	1.12
d, Delay for Lane Group [s/veh]	711.83	54.63	33.55	217.35	573.98	613.99	74.13	35.58	35.69	744.25	100.89	113.13
Lane Group LOS	F	D	C	F	F	F	E	D	D	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	103.25	19.59	7.14	15.82	66.45	70.93	1.77	6.07	5.79	40.01	30.30	31.59
50th-Percentile Queue Length [ft/ln]	2581.34	489.73	178.57	395.57	1661.30	1773.30	44.35	151.68	144.74	1000.25	757.55	789.81
95th-Percentile Queue Length [veh/ln]	162.64	26.85	11.53	24.71	103.98	110.95	3.19	10.11	9.74	62.40	41.75	44.13
95th-Percentile Queue Length [ft/ln]	4065.91	671.20	288.14	617.71	2599.59	2773.78	79.82	252.67	243.39	1559.89	1043.81	1103.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	711.83	54.63	33.55	217.35	585.06	613.99	74.13	35.62	35.69	744.25	106.40	113.13
Movement LOS	F	D	C	F	F	F	E	D	D	F	F	F
d_A, Approach Delay [s/veh]	288.74			551.00			39.12			257.10		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	350.35											
Intersection LOS	F											
Intersection V/C	1.554											

Emissions

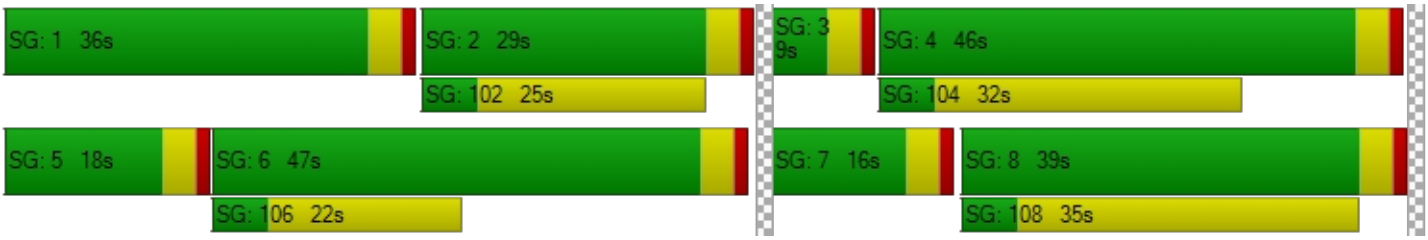
Vehicle Miles Traveled [mph]	597.25	914.41	151.32	17.07	102.15	53.16	3.49	17.96	17.09	29.73	48.28	48.20
Stops [stops/h]	3097.61	1763.04	214.28	474.69	3987.12	2127.96	53.22	182.02	173.68	1200.30	909.05	947.78
Fuel consumption [US gal/h]	231.61	73.55	9.91	18.60	244.55	134.88	1.54	4.74	4.52	84.38	28.03	30.31
CO [g/h]	16189.7	5141.14	692.90	1300.42	17094.0	9427.77	107.33	331.40	316.15	5898.42	1959.15	2118.34
NOx [g/h]	3149.94	1000.28	134.81	253.02	3325.87	1834.30	20.88	64.48	61.51	1147.62	381.18	412.15
VOC [g/h]	3752.13	1191.51	160.59	301.39	3961.70	2184.98	24.88	76.81	73.27	1367.02	454.05	490.95

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	4.028	3.738	3.353	3.271
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	417	583	700
d_b, Bicycle Delay [s]	24.70	37.60	30.10	25.35
l_b,int, Bicycle LOS Score for Intersection	3.441	3.123	2.039	3.179
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	317.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.371

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	114	2201	215	160	2612	32	1188	879	978	310	199	272
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	54	0	0	8	0	0	245	0	0	68
Total Hourly Volume [veh/h]	114	2201	161	160	2612	24	1188	879	733	310	199	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	550	40	40	653	6	297	220	183	78	50	51
Total Analysis Volume [veh/h]	114	2201	161	160	2612	24	1188	879	733	310	199	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	0	29	0	0	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	35	0	10	36	0	0	42	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	31	31	6	32	32	44	44	44	23	23	23
g / C, Green / Cycle	0.04	0.26	0.26	0.05	0.27	0.27	0.36	0.36	0.36	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.43	0.44	0.09	0.48	0.48	0.66	0.46	0.45	0.17	0.10	0.13
s, saturation flow rate [veh/h]	1810	3618	1835	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	75	938	476	90	968	506	659	692	588	350	367	312
d1, Uniform Delay [s]	57.50	44.44	44.44	57.00	43.94	43.94	38.16	38.16	38.16	47.12	43.61	44.69
k, delay calibration	0.11	0.50	0.50	0.36	0.50	0.50	0.50	0.50	0.50	0.19	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	244.74	302.15	319.00	375.78	357.54	364.38	367.66	133.11	124.86	12.28	1.24	2.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.51	1.66	1.69	1.77	1.79	1.79	1.80	1.27	1.25	0.89	0.54	0.65
d, Delay for Lane Group [s/veh]	302.24	346.58	363.44	432.78	401.48	408.32	405.82	171.27	163.02	59.40	44.86	47.00
Lane Group LOS	F	F	F	F	F	F	F	F	F	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.36	52.76	55.76	12.12	61.88	65.66	85.75	44.98	36.88	10.00	5.36	5.70
50th-Percentile Queue Length [ft/ln]	183.96	1318.99	1393.89	303.01	1546.98	1641.46	2143.78	1124.45	922.09	250.10	134.05	142.50
95th-Percentile Queue Length [veh/ln]	12.92	81.41	86.04	20.22	96.20	101.76	134.14	65.09	53.80	15.19	9.16	9.62
95th-Percentile Queue Length [ft/ln]	323.09	2035.18	2150.92	505.55	2405.06	2544.02	3353.50	1627.23	1345.09	379.78	229.00	240.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	302.24	351.51	363.44	432.78	403.79	408.32	405.82	171.27	163.02	59.40	44.86	47.00
Movement LOS	F	F	F	F	F	F	F	F	F	E	D	D
d_A, Approach Delay [s/veh]	350.01			405.49			268.63			51.79		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	317.53											
Intersection LOS	F											
Intersection V/C	1.371											

Emissions

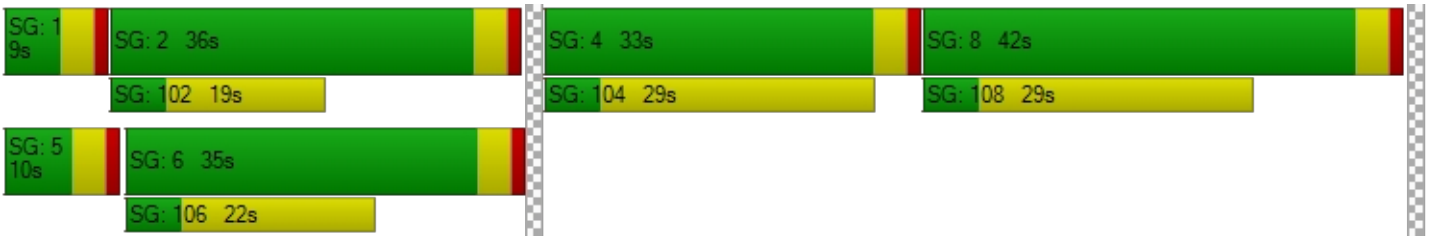
Vehicle Miles Traveled [mph]	187.55	2563.52	1322.32	80.17	866.18	454.58	99.24	73.43	61.23	36.86	23.66	24.26
Stops [stops/h]	220.75	3165.58	1672.67	363.62	3712.75	1969.75	2572.53	1349.34	1106.50	300.12	160.87	171.00
Fuel consumption [US gal/h]	16.18	237.11	125.56	21.36	217.06	115.44	126.91	46.52	37.37	8.02	4.24	4.50
CO [g/h]	1131.23	16573.8	8776.38	1492.86	15172.5	8069.47	8871.33	3251.46	2612.51	560.28	296.67	314.54
NOx [g/h]	220.10	3224.67	1707.56	290.46	2952.04	1570.03	1726.04	632.62	508.30	109.01	57.72	61.20
VOC [g/h]	262.17	3841.15	2034.01	345.98	3516.39	1870.18	2056.02	753.56	605.47	129.85	68.76	72.90

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	4.029	3.971	3.597	2.941
Crosswalk LOS	D	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	533	633	483
d_b, Bicycle Delay [s]	33.00	32.27	28.02	34.50
l_b,int, Bicycle LOS Score for Intersection	2.951	3.102	6.584	2.848
Bicycle LOS	C	C	F	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	39.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	181	2251	0	137	2070	366	305	153	74	0	276	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	92	0	0	19	0	0	84
Total Hourly Volume [veh/h]	181	2251	0	137	2070	274	305	153	55	0	276	252
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	563	0	34	518	69	76	38	14	0	69	63
Total Analysis Volume [veh/h]	181	2251	0	137	2070	274	305	153	55	0	276	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	21	52	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	52	52	5	51	51	17	37	37	0	20	20
g / C, Green / Cycle	0.05	0.47	0.47	0.05	0.46	0.46	0.15	0.34	0.34	0.00	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.05	0.43	0.00	0.04	0.40	0.17	0.17	0.04	0.03	0.00	0.05	0.16
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	192	2445	763	160	2398	748	280	1215	542	2	942	294
d1, Uniform Delay [s]	51.83	27.08	0.00	52.15	26.39	19.07	46.50	25.33	25.11	0.00	38.87	43.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.39	7.11	0.00	12.31	4.41	1.38	79.17	0.05	0.08	0.00	0.17	7.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.92	0.00	0.86	0.86	0.37	1.09	0.13	0.10	0.00	0.29	0.86
d, Delay for Lane Group [s/veh]	71.23	34.19	0.00	64.45	30.81	20.45	125.67	25.38	25.19	0.00	39.04	50.74
Lane Group LOS	E	C	A	E	C	C	F	C	C	A	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.93	18.26	0.00	2.10	15.72	4.52	13.52	1.34	0.96	0.00	2.10	6.99
50th-Percentile Queue Length [ft/ln]	73.31	456.55	0.00	52.45	393.01	112.93	337.90	33.60	24.12	0.00	52.46	174.63
95th-Percentile Queue Length [veh/ln]	5.28	25.27	0.00	3.78	22.22	8.00	20.36	2.42	1.74	0.00	3.78	11.32
95th-Percentile Queue Length [ft/ln]	131.96	631.76	0.00	94.41	555.57	200.07	509.07	60.48	43.41	0.00	94.43	282.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.23	34.19	0.00	64.45	30.81	20.45	125.67	25.38	25.19	0.00	39.04	50.74
Movement LOS	E	C	A	E	C	C	F	C	C	A	D	D
d_A, Approach Delay [s/veh]	36.95			31.52			84.99			44.63		
Approach LOS	D			C			F			D		
d_I, Intersection Delay [s/veh]	39.51											
Intersection LOS	D											
Intersection V/C	0.799											

Emissions

Vehicle Miles Traveled [mph]	67.52	839.72	0.00	225.39	3405.46	450.77	45.63	22.89	8.23	0.00	33.53	30.61
Stops [stops/h]	191.95	1792.98	0.00	137.32	1543.47	147.84	442.34	87.97	31.57	0.00	206.04	228.60
Fuel consumption [US gal/h]	7.32	66.74	0.00	11.23	148.90	18.43	14.86	2.67	0.96	0.00	5.90	6.49
CO [g/h]	511.96	4665.05	0.00	784.96	10408.0	1288.26	1038.91	186.52	66.86	0.00	412.66	453.90
NOx [g/h]	99.61	907.65	0.00	152.72	2025.02	250.65	202.14	36.29	13.01	0.00	80.29	88.31
VOC [g/h]	118.65	1081.17	0.00	181.92	2412.15	298.57	240.78	43.23	15.50	0.00	95.64	105.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.604	3.879	2.915	3.126
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	636	873	655
d_b, Bicycle Delay [s]	24.89	25.57	17.47	24.89
l_b,int, Bicycle LOS Score for Intersection	2.897	2.975	1.999	1.896
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	133.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.138

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	862	2475	56	45	2097	797	136	36	253	16	97	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	199	0	0	63	0	0	2
Total Hourly Volume [veh/h]	862	2475	42	45	2097	598	136	36	190	16	97	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	216	619	11	11	524	150	34	9	48	4	24	2
Total Analysis Volume [veh/h]	862	2475	42	45	2097	598	136	36	190	16	97	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	44	40	0	35	31	0	12	36	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	82	82	4	46	46	8	16	16	2	10	10
g / C, Green / Cycle	0.33	0.68	0.68	0.03	0.38	0.38	0.07	0.14	0.14	0.02	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.48	0.68	0.03	0.02	0.49	0.54	0.08	0.02	0.12	0.01	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1703	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	603	2459	1098	60	1374	647	121	259	220	31	165	161
d1, Uniform Delay [s]	40.00	19.22	6.32	57.50	37.22	37.22	56.00	45.63	50.73	58.46	51.43	51.46
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.42	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	202.57	19.73	0.07	16.52	139.50	193.80	113.67	0.24	9.65	12.26	1.08	1.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.43	1.01	0.04	0.75	1.30	1.41	1.13	0.14	0.86	0.51	0.32	0.32
d, Delay for Lane Group [s/veh]	242.57	38.95	6.38	74.02	176.72	231.02	169.67	45.87	60.38	70.72	52.52	52.60
Lane Group LOS	F	F	A	E	F	F	F	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	50.82	33.96	0.33	1.60	45.56	52.65	7.43	0.96	6.12	0.59	1.51	1.51
50th-Percentile Queue Length [ft/ln]	1270.52	849.08	8.14	40.00	1138.99	1316.20	185.70	24.00	153.01	14.63	37.87	37.73
95th-Percentile Queue Length [veh/ln]	76.28	43.78	0.59	2.88	66.67	79.02	12.36	1.73	10.18	1.05	2.73	2.72
95th-Percentile Queue Length [ft/ln]	1906.94	1094.55	14.66	72.00	1666.67	1975.49	308.99	43.20	254.44	26.34	68.17	67.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	242.57	38.95	6.38	74.02	184.85	231.02	169.67	45.87	60.38	70.72	52.55	52.60
Movement LOS	F	F	A	E	F	F	F	D	E	E	D	D
d_A, Approach Delay [s/veh]	90.49			193.11			99.99			54.98		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	132.96											
Intersection LOS	F											
Intersection V/C	1.138											

Emissions

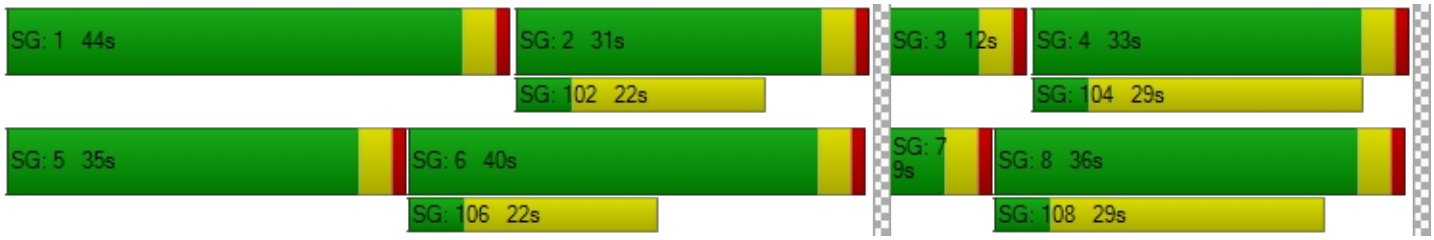
Vehicle Miles Traveled [mph]	433.96	1245.99	21.14	16.79	665.10	340.25	7.49	1.98	10.46	1.06	3.47	3.45
Stops [stops/h]	1524.62	2037.80	9.77	48.00	2733.58	1579.44	222.84	28.80	183.61	17.56	45.45	45.27
Fuel consumption [US gal/h]	76.37	87.66	0.90	1.85	120.89	74.17	6.66	0.63	4.11	0.40	1.03	1.03
CO [g/h]	5338.52	6127.56	62.97	129.31	8450.25	5184.65	465.27	43.91	287.57	28.16	72.07	71.78
NOx [g/h]	1038.68	1192.20	12.25	25.16	1644.11	1008.74	90.53	8.54	55.95	5.48	14.02	13.97
VOC [g/h]	1237.25	1420.12	14.59	29.97	1958.43	1201.59	107.83	10.18	66.65	6.53	16.70	16.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.832	4.054	2.901	2.377
Crosswalk LOS	D	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	450	533	483
d_b, Bicycle Delay [s]	29.40	36.04	32.27	34.50
l_b,int, Bicycle LOS Score for Intersection	4.359	3.176	1.910	1.660
Bicycle LOS	E	C	A	A

Sequence

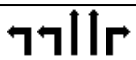
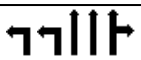
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	74.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.964

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	320	1646	127	190	1283	822	759	828	84	116	1365	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	206	0	0	21	0	0	44
Total Hourly Volume [veh/h]	320	1646	95	190	1283	616	759	828	63	116	1365	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	412	24	48	321	154	190	207	16	29	341	33
Total Analysis Volume [veh/h]	320	1646	95	190	1283	616	759	828	63	116	1365	132
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	38	0	6	39	0	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	47	0	11	44	0	26	52	0	10	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	43	43	7	40	40	22	48	48	6	32	32
g / C, Green / Cycle	0.08	0.36	0.36	0.06	0.33	0.33	0.18	0.40	0.40	0.05	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.32	0.06	0.05	0.35	0.38	0.22	0.16	0.04	0.03	0.28	0.28
s, saturation flow rate [veh/h]	3514	5176	1615	3514	3618	1615	3514	5176	1615	3514	3618	1815
c, Capacity [veh/h]	293	1855	579	205	1206	538	644	2078	648	171	965	484
d1, Uniform Delay [s]	55.00	36.22	26.25	56.25	40.00	40.00	49.00	25.59	22.37	56.17	44.00	44.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	53.86	6.76	0.61	16.14	44.75	85.14	85.01	0.12	0.06	4.68	23.03	48.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.09	0.89	0.16	0.93	1.06	1.14	1.18	0.40	0.10	0.68	1.03	1.03
d, Delay for Lane Group [s/veh]	108.86	42.98	26.86	72.38	84.75	125.14	134.01	25.72	22.44	60.84	67.03	92.94
Lane Group LOS	F	D	C	E	F	F	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.50	15.50	1.90	3.25	24.37	27.80	16.76	5.26	1.06	1.77	16.52	20.07
50th-Percentile Queue Length [ft/ln]	162.55	387.50	47.43	81.34	609.22	694.95	418.95	131.40	26.39	44.31	412.97	501.63
95th-Percentile Queue Length [veh/ln]	11.01	21.96	3.41	5.86	33.84	39.72	25.41	9.02	1.90	3.19	23.65	27.98
95th-Percentile Queue Length [ft/ln]	275.28	548.92	85.37	146.42	846.02	993.01	635.25	225.40	47.50	79.76	591.16	699.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	108.86	42.98	26.86	72.38	84.75	125.14	134.01	25.72	22.44	60.84	74.02	92.94
Movement LOS	F	D	C	E	F	F	F	C	C	E	E	F
d_A, Approach Delay [s/veh]	52.47			95.54			75.40			74.62		
Approach LOS	D			F			E			E		
d_I, Intersection Delay [s/veh]	74.53											
Intersection LOS	E											
Intersection V/C	0.964											

Emissions

Vehicle Miles Traveled [mph]	158.98	817.75	47.20	95.65	645.90	310.11	189.69	206.93	15.74	12.60	108.23	54.34
Stops [stops/h]	390.11	1395.01	56.91	195.23	1462.13	833.93	1005.48	473.05	31.67	106.34	991.13	601.95
Fuel consumption [US gal/h]	17.39	59.77	2.84	8.50	62.44	36.68	45.72	20.04	1.40	3.83	35.62	22.46
CO [g/h]	1215.39	4178.03	198.84	594.45	4364.88	2564.18	3195.57	1400.93	98.04	267.91	2489.99	1570.08
NOx [g/h]	236.47	812.89	38.69	115.66	849.25	498.90	621.74	272.57	19.07	52.13	484.46	305.48
VOC [g/h]	281.68	968.30	46.08	137.77	1011.60	594.27	740.60	324.68	22.72	62.09	577.08	363.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.491	3.925	3.724	3.429
Crosswalk LOS	C	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	667	800	533
d_b, Bicycle Delay [s]	24.70	26.67	21.60	32.27
l_b,int, Bicycle LOS Score for Intersection	2.711	3.453	2.479	2.471
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	351	1962	8	15	1565	307	128	151	104	18	147	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	77	0	0	26	0	0	5
Total Hourly Volume [veh/h]	351	1962	6	15	1565	230	128	151	78	18	147	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	491	2	4	391	58	32	38	20	5	37	4
Total Analysis Volume [veh/h]	351	1962	6	15	1565	230	128	151	78	18	147	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	26	0	11	26	0	5	32	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	27	62	0	9	44	0	13	36	0	13	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	82	82	2	61	61	9	18	18	2	11	11
g / C, Green / Cycle	0.19	0.68	0.68	0.02	0.50	0.50	0.08	0.15	0.15	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.19	0.36	0.36	0.01	0.43	0.14	0.07	0.04	0.05	0.01	0.08	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	347	2459	1289	30	1825	815	136	547	244	35	181	154
d1, Uniform Delay [s]	48.50	9.57	9.58	58.51	25.96	17.17	55.25	45.11	45.42	58.29	53.21	49.58
k, delay calibration	0.45	0.50	0.50	0.11	0.50	0.50	0.32	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.70	0.81	1.53	12.26	5.46	0.87	48.67	0.27	0.75	11.37	8.36	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.01	0.52	0.53	0.50	0.86	0.28	0.94	0.28	0.32	0.52	0.81	0.10
d, Delay for Lane Group [s/veh]	97.20	10.38	11.11	70.78	31.42	18.04	103.92	45.38	46.17	69.66	61.57	49.88
Lane Group LOS	F	B	B	E	C	B	F	D	D	E	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.72	7.40	8.02	0.55	20.17	3.85	5.65	2.01	2.11	0.65	4.73	0.45
50th-Percentile Queue Length [ft/ln]	368.08	184.92	200.61	13.86	504.13	96.20	141.34	50.13	52.87	16.20	118.29	11.24
95th-Percentile Queue Length [veh/ln]	21.15	11.86	12.67	1.00	27.53	6.93	9.55	3.61	3.81	1.17	8.30	0.81
95th-Percentile Queue Length [ft/ln]	528.83	296.42	316.75	24.95	688.24	173.17	238.82	90.23	95.17	29.15	207.47	20.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	97.20	10.63	11.11	70.78	31.42	18.04	103.92	45.38	46.17	69.66	61.57	49.88
Movement LOS	F	B	B	E	C	B	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	23.74			30.05			66.54			61.34		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	30.92											
Intersection LOS	C											
Intersection V/C	0.775											

Emissions

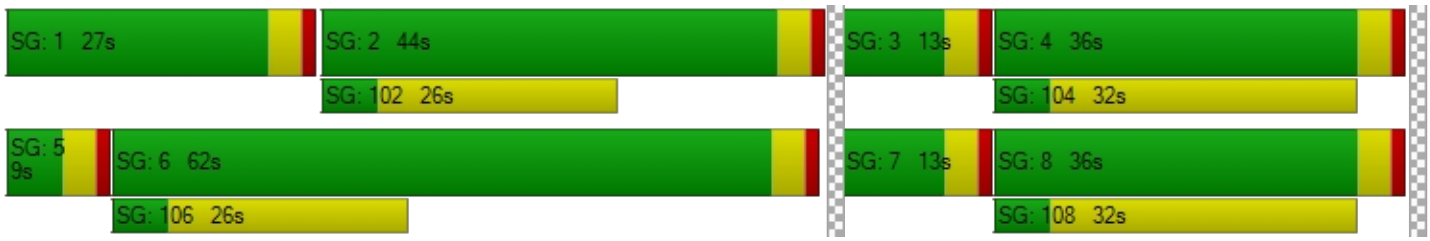
Vehicle Miles Traveled [mph]	68.92	253.44	132.98	7.45	777.51	114.27	64.20	75.73	39.12	4.83	39.42	4.29
Stops [stops/h]	441.70	443.80	240.73	16.64	1209.91	115.45	169.60	120.31	63.45	19.44	141.95	13.49
Fuel consumption [US gal/h]	14.80	16.93	9.08	0.61	48.70	6.19	6.43	5.19	2.70	0.59	4.41	0.43
CO [g/h]	1034.26	1183.57	634.88	42.97	3404.03	432.41	449.38	362.48	188.80	40.91	308.38	29.87
NOx [g/h]	201.23	230.28	123.52	8.36	662.30	84.13	87.43	70.53	36.73	7.96	60.00	5.81
VOC [g/h]	239.70	274.30	147.14	9.96	788.92	100.22	104.15	84.01	43.76	9.48	71.47	6.92

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.449	3.276	2.730	2.543
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	967	667	533	533
d_b, Bicycle Delay [s]	16.02	26.67	32.27	32.27
l_b,int, Bicycle LOS Score for Intersection	2.836	3.116	1.876	1.867
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	43.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	113	579	40	145	584	280	166	600	62	161	929	402
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	10	0	0	70	0	0	16	0	0	101
Total Hourly Volume [veh/h]	113	579	30	145	584	210	166	600	46	161	929	301
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	145	8	36	146	53	42	150	12	40	232	75
Total Analysis Volume [veh/h]	113	579	30	145	584	210	166	600	46	161	929	301
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	26	0	16	28	0	18	59	0	19	60	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	36	36	11	38	38	13	45	45	13	44	44
g / C, Green / Cycle	0.08	0.30	0.30	0.09	0.31	0.31	0.11	0.37	0.37	0.10	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.06	0.11	0.11	0.08	0.15	0.15	0.09	0.17	0.17	0.09	0.34	0.34
s, saturation flow rate [veh/h]	1810	3618	1853	1810	3618	1657	1810	1900	1853	1810	1900	1744
c, Capacity [veh/h]	139	1069	547	172	1135	520	194	705	687	190	701	643
d1, Uniform Delay [s]	54.54	33.50	33.53	53.41	33.23	33.33	52.66	28.68	28.68	52.74	35.94	36.22
k, delay calibration	0.21	0.50	0.50	0.25	0.50	0.50	0.26	0.11	0.11	0.21	0.25	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.92	1.01	1.99	21.79	1.44	3.22	21.20	0.48	0.49	17.34	10.19	12.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.38	0.38	0.84	0.48	0.49	0.86	0.46	0.46	0.85	0.91	0.92
d, Delay for Lane Group [s/veh]	73.47	34.51	35.52	75.20	34.67	36.55	73.86	29.16	29.17	70.07	46.13	48.82
Lane Group LOS	E	C	D	E	C	D	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.04	4.70	5.00	5.27	6.44	6.27	5.93	6.97	6.80	5.56	18.72	17.97
50th-Percentile Queue Length [ft/ln]	100.95	117.49	124.89	131.77	161.10	156.75	148.28	174.16	170.04	139.01	468.06	449.32
95th-Percentile Queue Length [veh/ln]	7.27	8.25	8.66	9.04	10.61	10.38	9.93	11.30	11.08	9.43	25.82	24.93
95th-Percentile Queue Length [ft/ln]	181.70	206.37	216.52	225.90	265.18	259.42	248.13	282.38	276.97	235.69	645.46	623.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.47	34.82	35.52	75.20	34.81	36.55	73.86	29.16	29.17	70.07	46.98	48.82
Movement LOS	E	C	D	E	C	D	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	40.90			41.43			38.30			50.05		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	43.78											
Intersection LOS	D											
Intersection V/C	0.647											

Emissions

Vehicle Miles Traveled [mph]	17.10	60.81	31.34	16.67	62.30	29.00	100.29	197.53	192.76	29.91	118.29	110.24
Stops [stops/h]	121.14	281.97	149.86	158.12	386.65	188.10	177.94	208.99	204.05	166.81	561.67	539.18
Fuel consumption [US gal/h]	3.49	7.77	4.09	4.37	9.85	4.76	8.14	11.31	11.04	5.40	17.01	16.38
CO [g/h]	244.07	543.16	286.02	305.41	688.67	332.89	569.32	790.51	771.58	377.11	1189.31	1144.75
NOx [g/h]	47.49	105.68	55.65	59.42	133.99	64.77	110.77	153.80	150.12	73.37	231.40	222.73
VOC [g/h]	56.56	125.88	66.29	70.78	159.61	77.15	131.94	183.21	178.82	87.40	275.63	265.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.909	3.109	2.967	3.125
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	400	917	933
d_b, Bicycle Delay [s]	40.02	38.40	17.60	17.07
l_b,int, Bicycle LOS Score for Intersection	1.962	2.115	2.243	2.791
Bicycle LOS	A	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	83	804	250	78	329	70	60	453	25	243	778	371
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	63	0	0	18	0	0	6	0	0	93
Total Hourly Volume [veh/h]	83	804	187	78	329	52	60	453	19	243	778	278
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	201	47	20	82	13	15	113	5	61	195	70
Total Analysis Volume [veh/h]	83	804	187	78	329	52	60	453	19	243	778	278
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	19	0	18	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	16	34	0	20	38	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	31	31	5	31	31	4	24	24	14	34	34
g / C, Green / Cycle	0.06	0.35	0.35	0.06	0.35	0.35	0.04	0.26	0.26	0.15	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.05	0.22	0.12	0.04	0.17	0.03	0.03	0.24	0.01	0.13	0.29	0.29
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	1900	1615	1810	1900	1732
c, Capacity [veh/h]	107	1264	564	101	658	559	81	499	424	280	708	645
d1, Uniform Delay [s]	41.75	24.48	21.53	41.93	23.27	19.88	42.49	32.15	24.77	37.15	24.94	25.04
k, delay calibration	0.12	0.50	0.50	0.11	0.50	0.50	0.11	0.21	0.11	0.19	0.18	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.53	2.45	1.57	11.82	2.71	0.33	12.63	11.72	0.04	13.22	3.12	3.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.64	0.33	0.77	0.50	0.09	0.74	0.91	0.04	0.87	0.78	0.78
d, Delay for Lane Group [s/veh]	54.29	26.93	23.10	53.76	25.97	20.21	55.12	43.86	24.82	50.37	28.06	28.69
Lane Group LOS	D	C	C	D	C	C	E	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.15	7.22	3.03	2.00	5.76	0.76	1.55	10.47	0.29	5.96	9.98	9.32
50th-Percentile Queue Length [ft/ln]	53.70	180.61	75.66	50.05	143.97	19.05	38.63	261.78	7.28	148.99	249.56	232.91
95th-Percentile Queue Length [veh/ln]	3.87	11.63	5.45	3.60	9.69	1.37	2.78	15.78	0.52	9.96	15.16	14.32
95th-Percentile Queue Length [ft/ln]	96.66	290.82	136.19	90.09	242.36	34.29	69.53	394.46	13.10	249.08	379.10	358.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.29	26.93	23.10	53.76	25.97	20.21	55.12	43.86	24.82	50.37	28.25	28.69
Movement LOS	D	C	C	D	C	C	E	D	C	D	C	C
d_A, Approach Delay [s/veh]	28.38			30.04			44.45			32.48		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.73											
Intersection LOS	C											
Intersection V/C	0.638											

Emissions

Vehicle Miles Traveled [mph]	36.48	353.38	82.19	6.14	25.90	4.09	3.97	29.96	1.26	35.41	80.11	73.76
Stops [stops/h]	85.92	577.96	121.06	80.08	230.35	30.48	61.80	418.85	11.64	238.38	399.30	372.66
Fuel consumption [US gal/h]	2.95	22.22	4.92	1.69	4.46	0.60	1.58	10.28	0.28	6.67	10.85	10.12
CO [g/h]	206.46	1553.35	344.09	118.10	311.66	41.88	110.26	718.44	19.84	466.11	758.42	707.23
NOx [g/h]	40.17	302.23	66.95	22.98	60.64	8.15	21.45	139.78	3.86	90.69	147.56	137.60
VOC [g/h]	47.85	360.00	79.75	27.37	72.23	9.71	25.55	166.51	4.60	108.03	175.77	163.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.873	2.716	2.740	3.069
Crosswalk LOS	C	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	667	756
d_b, Bicycle Delay [s]	25.69	25.69	20.00	17.42
l_b,int, Bicycle LOS Score for Intersection	2.498	2.347	2.447	2.708
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	31.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	102	1762	167	259	984	76	34	116	39	173	358	343
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	42	0	0	19	0	0	10	0	0	86
Total Hourly Volume [veh/h]	102	1762	125	259	984	57	34	116	29	173	358	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	441	31	65	246	14	9	29	7	43	90	64
Total Analysis Volume [veh/h]	102	1762	125	259	984	57	34	116	29	173	358	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	6	32	0	9	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	30	0	35	44	0	9	36	0	19	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	59	59	19	70	70	3	12	12	13	22	22
g / C, Green / Cycle	0.07	0.49	0.49	0.16	0.58	0.58	0.03	0.10	0.10	0.11	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.34	0.08	0.14	0.19	0.04	0.02	0.03	0.02	0.10	0.10	0.16
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	128	2558	798	291	3023	943	51	365	163	201	663	296
d1, Uniform Delay [s]	54.88	23.28	16.64	49.31	12.82	10.76	57.73	50.12	49.40	52.45	44.42	47.60
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.25	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.51	1.54	0.42	10.26	0.29	0.12	13.66	0.50	0.52	20.66	0.69	7.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.69	0.16	0.89	0.33	0.06	0.66	0.32	0.18	0.86	0.54	0.87
d, Delay for Lane Group [s/veh]	65.39	24.82	17.06	59.57	13.10	10.88	71.39	50.62	49.92	73.10	45.10	55.26
Lane Group LOS	E	C	B	E	B	B	E	D	D	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.34	12.19	1.89	8.21	4.25	0.64	1.19	1.61	0.80	6.14	4.76	7.86
50th-Percentile Queue Length [ft/ln]	83.44	304.86	47.31	205.20	106.14	16.00	29.84	40.20	20.09	153.47	119.11	196.58
95th-Percentile Queue Length [veh/ln]	6.01	17.92	3.41	12.91	7.62	1.15	2.15	2.89	1.45	10.20	8.34	12.46
95th-Percentile Queue Length [ft/ln]	150.19	448.03	85.16	322.67	190.62	28.79	53.71	72.36	36.16	255.05	208.61	311.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.39	24.82	17.06	59.57	13.10	10.88	71.39	50.62	49.92	73.10	45.10	55.26
Movement LOS	E	C	B	E	B	B	E	D	D	E	D	E
d_A, Approach Delay [s/veh]	26.41			22.26			54.45			54.56		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	31.54											
Intersection LOS	C											
Intersection V/C	0.661											

Emissions

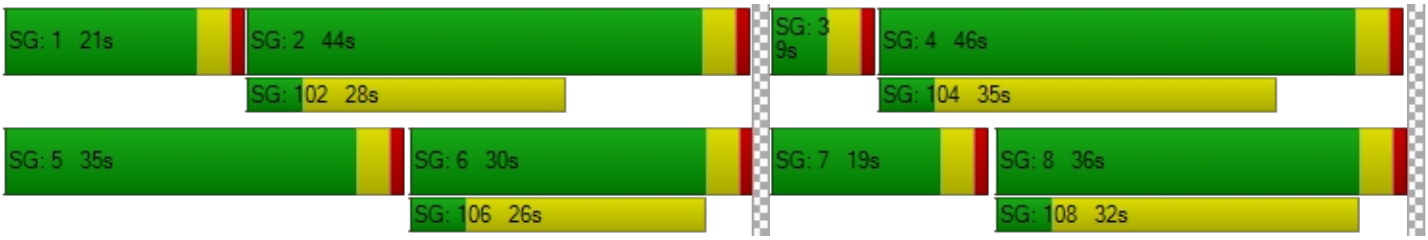
Vehicle Miles Traveled [mph]	42.34	731.34	51.88	77.36	293.90	17.02	2.40	8.20	2.05	31.84	65.89	47.30
Stops [stops/h]	100.13	1097.48	56.78	246.25	382.11	19.19	35.80	96.49	24.10	184.16	285.87	235.90
Fuel consumption [US gal/h]	4.05	47.61	2.92	8.85	17.45	0.95	1.02	2.68	0.66	5.95	9.10	7.44
CO [g/h]	283.32	3328.15	203.99	618.80	1219.69	66.30	71.40	187.03	46.45	416.22	635.98	520.35
NOx [g/h]	55.12	647.54	39.69	120.40	237.31	12.90	13.89	36.39	9.04	80.98	123.74	101.24
VOC [g/h]	65.66	771.33	47.28	143.41	282.68	15.36	16.55	43.35	10.77	96.46	147.40	120.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.390	3.400	2.659	2.936
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	667	533	700
d_b, Bicycle Delay [s]	36.82	26.67	32.27	25.35
l_b,int, Bicycle LOS Score for Intersection	2.677	2.285	1.716	2.281
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	109.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.449

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	137	485	1161	807	280	81	147	477	72	368	274	825
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	485	1161	807	280	81	147	477	72	368	274	825
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	121	290	202	70	20	37	119	18	92	69	206
Total Analysis Volume [veh/h]	137	485	1161	807	280	81	147	477	72	368	274	825
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	716	749	1161	807	648	648	691	471	491	491	521	568	595	595	825
Degree of Utilization, x	0.19	0.65	1.45	1.30	0.22	0.22	0.12	0.31	0.49	0.49	0.14	0.65	0.23	0.23	1.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.70	4.81	53.18	32.56	0.82	0.82	0.40	1.32	2.62	2.62	0.48	4.65	0.88	0.88	33.04
95th-Percentile Queue Length [ft]	17.57	120.20	1329.62	813.9	20.40	20.40	9.91	32.92	65.39	65.39	11.91	116.2	22.12	22.12	826.0
Approach Delay [s/veh]	150.22			116.96				15.50				99.08			
Approach LOS	F			F				C				F			
Intersection Delay [s/veh]	109.62														
Intersection LOS	F														

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	37.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	160	1521	22	37	1099	142	447	306	103	30	410	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	6	0	0	36	0	0	26	0	0	30
Total Hourly Volume [veh/h]	160	1521	16	37	1099	106	447	306	77	30	410	88
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	380	4	9	275	27	112	77	19	8	103	22
Total Analysis Volume [veh/h]	160	1521	16	37	1099	106	447	306	77	30	410	88
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	51	51	3	43	43	28	37	37	3	12	12
g / C, Green / Cycle	0.10	0.46	0.46	0.03	0.39	0.39	0.25	0.33	0.33	0.03	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.09	0.29	0.01	0.02	0.30	0.07	0.25	0.08	0.05	0.02	0.08	0.05
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	2394	747	56	1423	635	461	1201	536	53	551	172
d1, Uniform Delay [s]	48.87	22.49	16.04	52.73	29.06	21.65	40.59	26.81	25.77	52.72	47.69	46.44
k, delay calibration	0.30	0.50	0.50	0.11	0.50	0.50	0.43	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	29.39	1.30	0.05	12.58	4.12	0.57	32.07	0.11	0.12	9.37	2.01	2.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.64	0.02	0.66	0.77	0.17	0.97	0.25	0.14	0.57	0.74	0.51
d, Delay for Lane Group [s/veh]	78.26	23.79	16.10	65.31	33.18	22.22	72.66	26.92	25.89	62.10	49.70	48.78
Lane Group LOS	E	C	B	E	C	C	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.68	9.51	0.22	1.18	12.62	1.80	15.64	2.87	1.40	0.94	3.66	2.34
50th-Percentile Queue Length [ft/ln]	141.96	237.77	5.46	29.48	315.50	44.92	391.08	71.73	34.93	23.52	91.52	58.58
95th-Percentile Queue Length [veh/ln]	9.59	14.57	0.39	2.12	18.45	3.23	22.13	5.16	2.51	1.69	6.59	4.22
95th-Percentile Queue Length [ft/ln]	239.66	364.21	9.83	53.06	461.15	80.86	553.24	129.11	62.87	42.34	164.74	105.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	78.26	23.79	16.10	65.31	33.18	22.22	72.66	26.92	25.89	62.10	49.70	48.78
Movement LOS	E	C	B	E	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	28.86			33.20			51.46			50.25		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	37.11											
Intersection LOS	D											
Intersection V/C	0.718											

Emissions

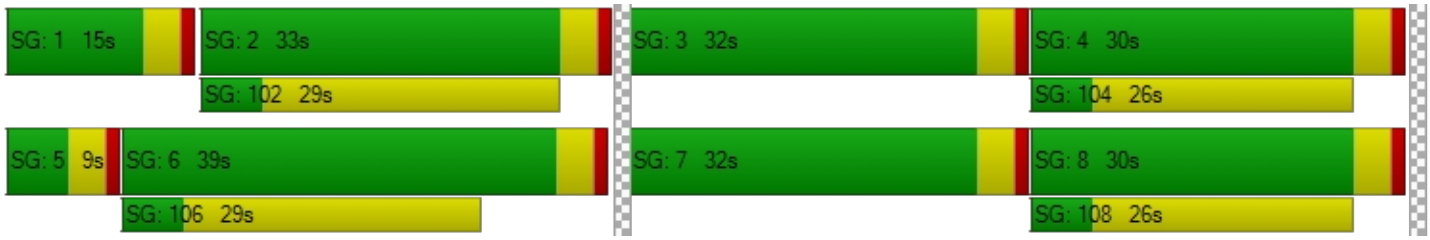
Vehicle Miles Traveled [mph]	10.42	99.09	1.04	2.93	87.05	8.40	48.71	33.34	8.39	15.12	206.58	44.34
Stops [stops/h]	185.84	933.77	7.15	38.59	826.04	58.81	511.96	187.79	45.72	30.80	359.43	76.68
Fuel consumption [US gal/h]	5.22	22.37	0.18	1.07	20.67	1.50	13.38	4.72	1.16	1.22	15.08	3.22
CO [g/h]	364.59	1563.76	12.38	74.93	1445.12	104.73	935.43	329.61	80.76	85.49	1053.86	224.73
NOx [g/h]	70.94	304.25	2.41	14.58	281.17	20.38	182.00	64.13	15.71	16.63	205.04	43.72
VOC [g/h]	84.50	362.42	2.87	17.37	334.92	24.27	216.80	76.39	18.72	19.81	244.24	52.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.282	3.359	2.933	2.929
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	473	473
d_b, Bicycle Delay [s]	25.57	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.496	2.614	2.266	1.867
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	53.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.058

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	65	30	131	12	12	12	89	1431	86	190	999	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	30	131	12	12	12	89	1431	86	190	999	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	8	33	3	3	3	22	358	22	48	250	4
Total Analysis Volume [veh/h]	65	30	131	12	12	12	89	1431	86	190	999	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	433	390	448	506	506	506	432	460	460	462
Degree of Utilization, x	0.52	0.09	0.20	1.06	1.06	1.04	0.44	0.74	0.74	0.73

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.94	0.30	0.73	15.62	15.62	15.08	2.20	6.01	6.01	5.95
95th-Percentile Queue Length [ft]	73.41	7.59	18.33	390.5	390.5	376.9	54.88	150.2	150.2	148.8
Approach Delay [s/veh]	20.01	13.19	78.90				27.44			
Approach LOS	C	B	F				D			
Intersection Delay [s/veh]	53.61									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	50.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	79	181	98	25	162	264	485	1296	159	422	793	677
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	66	0	0	40	0	0	169
Total Hourly Volume [veh/h]	79	181	73	25	162	198	485	1296	119	422	793	508
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	45	18	6	41	50	121	324	30	106	198	127
Total Analysis Volume [veh/h]	79	181	73	25	162	198	485	1296	119	422	793	508
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	22	31	31	6	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	36	0	12	36	0	41	33	33	39	31	31
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	33	33	8	34	34	34	33	44	30	29	41
g / C, Green / Cycle	0.06	0.28	0.28	0.07	0.28	0.28	0.28	0.27	0.37	0.25	0.24	0.34
(v / s)_i Volume / Saturation Flow Rate	0.04	0.05	0.05	0.01	0.09	0.12	0.27	0.25	0.07	0.23	0.22	0.31
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	113	1006	449	121	536	456	513	1408	594	452	863	547
d1, Uniform Delay [s]	55.13	32.92	32.76	53.00	33.80	35.24	42.10	42.41	25.87	44.03	44.54	38.29
k, delay calibration	0.13	0.50	0.50	0.11	0.50	0.50	0.36	0.11	0.41	0.31	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.74	0.39	0.78	0.84	1.45	3.00	22.94	2.94	0.62	20.47	4.52	24.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.18	0.16	0.21	0.30	0.43	0.95	0.92	0.20	0.93	0.92	0.93
d, Delay for Lane Group [s/veh]	63.88	33.32	33.53	53.84	35.25	38.24	65.04	45.35	26.49	64.50	49.06	62.67
Lane Group LOS	E	C	C	D	D	D	E	D	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.62	2.07	1.72	0.73	3.82	4.98	16.73	12.30	2.35	14.37	11.61	17.39
50th-Percentile Queue Length [ft/ln]	65.46	51.85	42.94	18.16	95.59	124.43	418.36	307.51	58.72	359.32	290.26	434.69
95th-Percentile Queue Length [veh/ln]	4.71	3.73	3.09	1.31	6.88	8.64	23.44	18.05	4.23	20.59	17.20	24.23
95th-Percentile Queue Length [ft/ln]	117.84	93.34	77.29	32.69	172.06	215.90	586.08	451.30	105.70	514.76	429.96	605.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.88	33.32	33.53	53.84	35.25	38.24	65.04	45.35	26.49	64.50	49.06	62.67
Movement LOS	E	C	C	D	D	D	E	D	C	E	D	E
d_A, Approach Delay [s/veh]	40.61			38.00			49.19			56.86		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	50.58											
Intersection LOS	D											
Intersection V/C	0.706											

Emissions

Vehicle Miles Traveled [mph]	24.74	56.68	22.86	12.50	80.98	98.97	44.09	117.81	10.82	105.09	197.47	126.50
Stops [stops/h]	78.56	124.45	51.53	21.79	114.71	149.32	502.03	1107.03	70.47	431.19	696.61	521.62
Fuel consumption [US gal/h]	2.48	4.25	1.72	0.97	5.36	6.79	14.17	29.76	1.89	14.50	23.35	17.30
CO [g/h]	173.30	296.94	120.50	68.03	374.94	474.62	990.57	2080.37	132.00	1013.68	1631.97	1209.26
NOx [g/h]	33.72	57.77	23.45	13.24	72.95	92.34	192.73	404.77	25.68	197.22	317.52	235.28
VOC [g/h]	40.16	68.82	27.93	15.77	86.90	110.00	229.57	482.15	30.59	234.93	378.22	280.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.683	2.999	3.360	3.541
Crosswalk LOS	B	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	450
d_b, Bicycle Delay [s]	32.27	32.27	34.50	36.04
l_b,int, Bicycle LOS Score for Intersection	1.855	1.932	2.627	3.121
Bicycle LOS	A	A	B	C

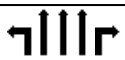
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	177	226	17	10	40	106	453	1837	176	6	1492	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	27	0	0	44	0	0	4
Total Hourly Volume [veh/h]	177	226	13	10	40	79	453	1837	132	6	1492	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	57	3	3	10	20	113	459	33	2	373	3
Total Analysis Volume [veh/h]	177	226	13	10	40	79	453	1837	132	6	1492	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	17	27	0	5	15	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	61	70	0	10	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	30	66	66	1	37	37
g / C, Green / Cycle	0.29	0.29	0.29	0.29	0.27	0.60	0.60	0.01	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.14	0.13	0.01	0.07	0.25	0.35	0.08	0.00	0.29	0.01
s, saturation flow rate [veh/h]	1293	1882	1159	1701	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	350	538	263	487	491	3090	964	14	1725	538
d1, Uniform Delay [s]	38.75	32.11	38.15	30.14	38.94	13.85	9.73	54.33	34.35	24.64
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.14	2.64	0.27	1.19	7.69	0.18	0.06	19.00	1.41	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.44	0.04	0.24	0.92	0.59	0.14	0.43	0.86	0.02
d, Delay for Lane Group [s/veh]	43.89	34.75	38.42	31.33	46.63	14.03	9.79	73.32	35.76	24.66
Lane Group LOS	D	C	D	C	D	B	A	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.70	5.46	0.24	2.53	12.35	8.34	1.27	0.24	11.96	0.22
50th-Percentile Queue Length [ft/ln]	117.62	136.43	6.05	63.18	308.67	208.50	31.80	5.89	298.92	5.57
95th-Percentile Queue Length [veh/ln]	8.26	9.29	0.44	4.55	18.11	13.08	2.29	0.42	17.63	0.40
95th-Percentile Queue Length [ft/ln]	206.56	232.21	10.88	113.73	452.73	326.90	57.24	10.60	440.70	10.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.89	34.75	34.75	38.42	31.33	31.33	46.63	14.03	9.79	73.32	35.76	24.66
Movement LOS	D	C	C	D	C	C	D	B	A	E	D	C
d_A, Approach Delay [s/veh]	38.64			31.88			19.90			35.81		
Approach LOS	D			C			B			D		
d_I, Intersection Delay [s/veh]	27.35											
Intersection LOS	C											
Intersection V/C	0.676											

Emissions

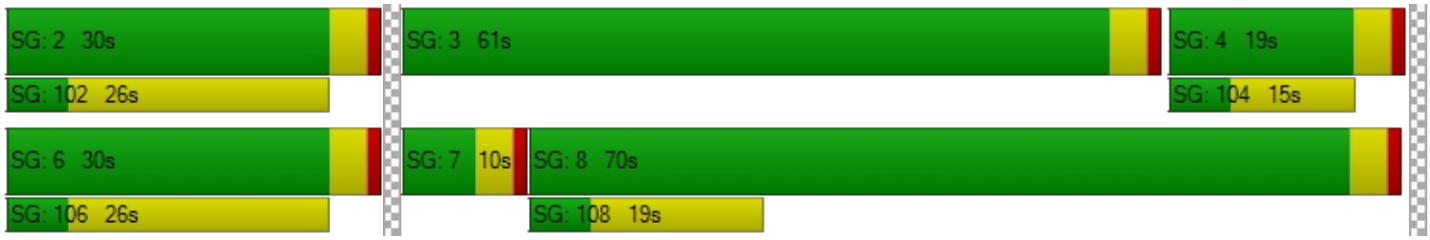
Vehicle Miles Traveled [mph]	60.13	81.19	2.42	28.76	53.05	215.13	15.46	0.49	122.27	1.07
Stops [stops/h]	153.98	178.60	7.91	82.71	404.08	818.82	41.63	7.71	1173.96	7.29
Fuel consumption [US gal/h]	5.25	6.35	0.24	2.60	11.14	22.80	1.31	0.20	29.64	0.19
CO [g/h]	366.77	444.04	16.95	181.84	778.72	1593.77	91.61	14.13	2072.11	13.45
NOx [g/h]	71.36	86.39	3.30	35.38	151.51	310.09	17.82	2.75	403.16	2.62
VOC [g/h]	85.00	102.91	3.93	42.14	180.48	369.37	21.23	3.28	480.23	3.12

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.357	2.359	3.826	3.374
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	1200	273
d_b, Bicycle Delay [s]	32.07	32.07	8.80	41.02
l_b,int, Bicycle LOS Score for Intersection	2.253	1.817	2.916	2.393
Bicycle LOS	B	A	C	B

Sequence

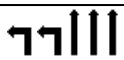
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	287	40	1205	0	0	0	120	885	0	0	673	478
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	301	0	0	0	0	0	0	0	0	120
Total Hourly Volume [veh/h]	287	40	904	0	0	0	120	885	0	0	673	358
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	10	226	0	0	0	30	221	0	0	168	90
Total Analysis Volume [veh/h]	287	40	904	0	0	0	120	885	0	0	673	358
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	5	30	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	0	0	9	32	0	0	23	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	44	44	44		5	28	19	19
g / C, Green / Cycle	0.55	0.55	0.55		0.06	0.35	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.11		0.03	0.17	0.13	0.22
s, saturation flow rate [veh/h]	1810	1831	8500		3514	5176	5176	1615
c, Capacity [veh/h]	999	1011	4693		208	1800	1235	385
d1, Uniform Delay [s]	8.82	8.81	8.98		36.65	20.52	26.66	29.79
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.32
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.35	0.34	0.09		2.51	0.21	0.38	22.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.16	0.19		0.58	0.49	0.55	0.93
d, Delay for Lane Group [s/veh]	9.17	9.15	9.07		39.16	20.73	27.03	52.66
Lane Group LOS	A	A	A		D	C	C	D
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.37	1.37	7.28		1.15	3.92	3.66	8.89
50th-Percentile Queue Length [ft/ln]	34.26	34.19	182.02		28.76	97.98	91.41	222.30
95th-Percentile Queue Length [veh/ln]	2.47	2.46	11.71		2.07	7.05	6.58	13.78
95th-Percentile Queue Length [ft/ln]	61.66	61.53	292.65		51.77	176.36	164.53	344.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.17	9.15	9.07	0.00	0.00	0.00	39.16	20.73	0.00	0.00	27.03	52.66
Movement LOS	A	A	A				D	C			C	D
d_A, Approach Delay [s/veh]	9.09			0.00			22.93			35.93		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	21.82											
Intersection LOS	C											
Intersection V/C	0.362											

Emissions

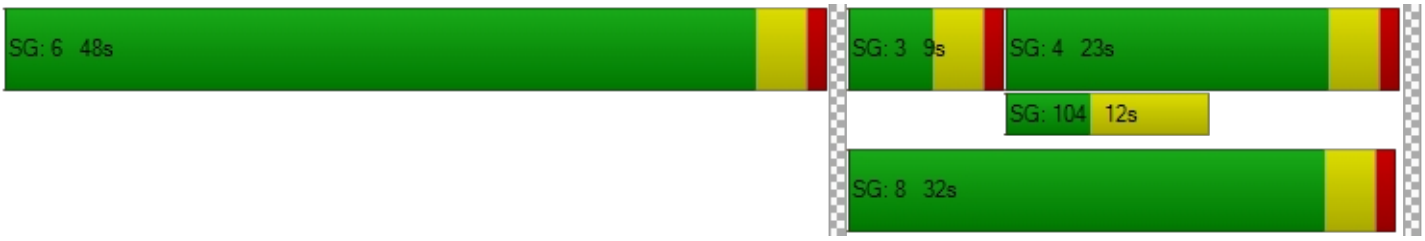
Vehicle Miles Traveled [mph]	14.85	14.85	82.12		17.25	127.20	78.81	41.92
Stops [stops/h]	61.66	61.53	327.64		103.55	529.07	493.59	400.14
Fuel consumption [US gal/h]	1.26	1.26	6.86		2.83	14.67	9.67	7.77
CO [g/h]	87.88	87.79	479.45		198.16	1025.58	676.20	543.30
NOx [g/h]	17.10	17.08	93.28		38.56	199.54	131.56	105.71
VOC [g/h]	20.37	20.35	111.12		45.93	237.69	156.72	125.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.143	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	0	700	475
d_b, Bicycle Delay [s]	8.10	40.00	16.90	23.26
l_b,int, Bicycle LOS Score for Intersection	4.087	4.132	2.112	2.193
Bicycle LOS	D	D	B	B

Sequence

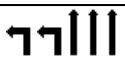
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.291

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	506	5	145	0	347	85	291	523	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	36	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	0	506	5	109	0	347	64	291	523	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	127	1	27	0	87	16	73	131	0
Total Analysis Volume [veh/h]	0	0	0	506	5	109	0	347	64	291	523	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		30	30	30	10	10	8	22
g / C, Green / Cycle		0.51	0.51	0.51	0.17	0.17	0.13	0.36
(v / s)_i Volume / Saturation Flow Rate		0.14	0.14	0.01	0.07	0.04	0.08	0.10
s, saturation flow rate [veh/h]		1810	1811	8500	5176	1615	3514	5176
c, Capacity [veh/h]		915	916	4298	862	269	449	1869
d1, Uniform Delay [s]		8.54	8.54	7.43	22.34	21.70	24.88	13.62
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.76	0.76	0.01	0.30	0.45	1.57	0.08
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.28	0.28	0.03	0.40	0.24	0.65	0.28
d, Delay for Lane Group [s/veh]		9.30	9.30	7.44	22.64	22.15	26.45	13.70
Lane Group LOS		A	A	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		1.64	1.64	0.55	1.30	0.72	1.84	1.39
50th-Percentile Queue Length [ft/ln]		41.07	41.10	13.78	32.61	18.05	46.07	34.83
95th-Percentile Queue Length [veh/ln]		2.96	2.96	0.99	2.35	1.30	3.32	2.51
95th-Percentile Queue Length [ft/ln]		73.92	73.98	24.81	58.70	32.48	82.93	62.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.30	9.30	7.44	0.00	22.64	22.15	26.45	13.70	0.00
Movement LOS				A	A	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			8.97			22.57			18.26		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	16.10											
Intersection LOS	B											
Intersection V/C	0.291											

Emissions

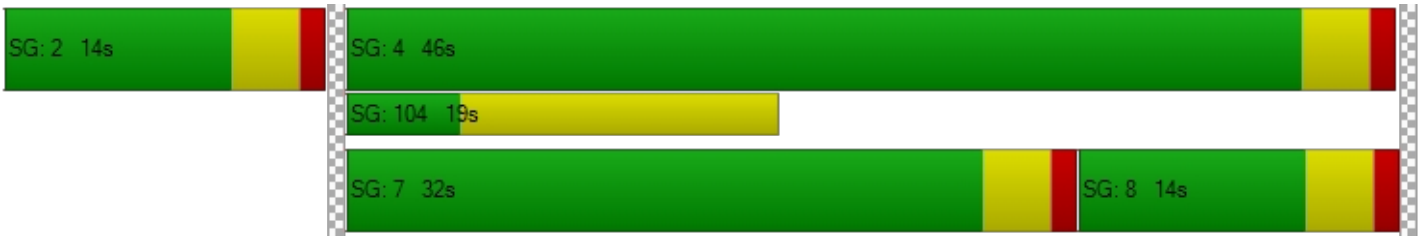
Vehicle Miles Traveled [mph]		17.12	17.14	7.31	39.50	7.29	41.83	75.17
Stops [stops/h]		98.56	98.63	33.08	234.82	43.31	221.14	250.76
Fuel consumption [US gal/h]		2.06	2.07	0.75	5.87	1.08	5.75	7.15
CO [g/h]		144.33	144.44	52.54	410.50	75.27	401.89	500.01
NOx [g/h]		28.08	28.10	10.22	79.87	14.64	78.19	97.28
VOC [g/h]		33.45	33.48	12.18	95.14	17.44	93.14	115.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.256	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	333	1400
d_b, Bicycle Delay [s]	30.00	20.83	20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.642	1.797	2.007
Bicycle LOS	D	B	A	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	45.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	325	456	137	76	251	218	71	269	110	112	1514	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	55	0	0	28	0	0	49
Total Hourly Volume [veh/h]	325	456	103	76	251	163	71	269	82	112	1514	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	114	26	19	63	41	18	67	21	28	379	37
Total Analysis Volume [veh/h]	325	456	103	76	251	163	71	269	82	112	1514	148
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	26	38	0	18	30	0	9	42	0	22	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	41	41	7	26	26	5	47	47	9	51	51
g / C, Green / Cycle	0.18	0.35	0.35	0.05	0.22	0.22	0.04	0.39	0.39	0.08	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.18	0.15	0.15	0.04	0.11	0.12	0.04	0.07	0.05	0.06	0.42	0.09
s, saturation flow rate [veh/h]	1810	1900	1780	1810	1900	1657	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	332	656	615	99	412	359	75	1408	629	140	1537	686
d1, Uniform Delay [s]	48.78	30.33	30.33	55.96	41.58	41.76	57.35	24.18	23.58	54.43	34.11	21.84
k, delay calibration	0.42	0.50	0.50	0.11	0.50	0.50	0.24	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.49	2.14	2.28	11.66	4.81	5.87	58.27	0.07	0.09	9.93	7.69	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.44	0.44	0.77	0.53	0.55	0.94	0.19	0.13	0.80	0.98	0.22
d, Delay for Lane Group [s/veh]	89.26	32.46	32.61	67.62	46.39	47.63	115.62	24.25	23.68	64.36	41.81	21.99
Lane Group LOS	F	C	C	E	D	D	F	C	C	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.10	6.60	6.21	2.54	6.10	5.60	3.32	2.45	1.47	3.63	21.95	2.57
50th-Percentile Queue Length [ft/ln]	327.56	164.90	155.22	63.47	152.42	140.05	82.94	61.28	36.65	90.85	548.84	64.29
95th-Percentile Queue Length [veh/ln]	19.04	10.81	10.30	4.57	10.15	9.48	5.97	4.41	2.64	6.54	29.64	4.63
95th-Percentile Queue Length [ft/ln]	475.97	270.20	257.38	114.24	253.66	237.09	149.29	110.30	65.97	163.53	740.95	115.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	89.26	32.52	32.61	67.62	46.55	47.63	115.62	24.25	23.68	64.36	41.81	21.99
Movement LOS	F	C	C	E	D	D	F	C	C	E	D	C
d_A, Approach Delay [s/veh]	53.39			50.18			39.51			41.58		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	45.44											
Intersection LOS	D											
Intersection V/C	0.756											

Emissions

Vehicle Miles Traveled [mph]	162.86	144.58	135.54	38.04	109.04	98.19	35.80	135.65	41.35	18.62	251.73	24.61
Stops [stops/h]	393.08	197.88	186.26	76.16	182.91	168.06	99.53	147.07	43.98	109.02	1317.22	77.15
Fuel consumption [US gal/h]	16.37	9.32	8.76	3.30	8.07	7.36	4.14	7.81	2.36	3.46	37.89	2.47
CO [g/h]	1144.44	651.59	612.10	230.43	563.96	514.22	289.04	545.63	164.91	241.90	2648.31	172.31
NOx [g/h]	222.67	126.78	119.09	44.83	109.73	100.05	56.24	106.16	32.09	47.06	515.26	33.53
VOC [g/h]	265.24	151.01	141.86	53.40	130.70	119.17	66.99	126.45	38.22	56.06	613.77	39.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.770	2.765	3.119	3.100
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	433	633	850
d_b, Bicycle Delay [s]	30.82	36.82	28.02	19.84
l_b,int, Bicycle LOS Score for Intersection	2.317	2.009	1.931	3.064
Bicycle LOS	B	B	A	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	35.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	144	1497	135	96	1234	27	35	318	169	437	807	444
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	7	0	0	42	0	0	111
Total Hourly Volume [veh/h]	144	1497	101	96	1234	20	35	318	127	437	807	333
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	374	25	24	309	5	9	80	32	109	202	83
Total Analysis Volume [veh/h]	144	1497	101	96	1234	20	35	318	127	437	807	333
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	34	0	14	32	0	9	30	0	32	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	46	46	7	43	43	3	12	12	28	37	37
g / C, Green / Cycle	0.10	0.42	0.42	0.07	0.39	0.39	0.03	0.11	0.11	0.25	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.08	0.29	0.06	0.05	0.24	0.01	0.02	0.09	0.08	0.24	0.22	0.21
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	173	2174	678	122	2027	633	54	408	182	461	1220	544
d1, Uniform Delay [s]	48.87	26.02	19.73	50.53	26.73	20.61	52.76	47.48	47.00	40.29	31.11	30.44
k, delay calibration	0.21	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.41	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.28	1.81	0.46	10.74	1.37	0.09	11.95	3.28	4.77	27.22	0.62	1.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.69	0.15	0.79	0.61	0.03	0.64	0.78	0.70	0.95	0.66	0.61
d, Delay for Lane Group [s/veh]	66.15	27.83	20.19	61.27	28.10	20.70	64.71	50.75	51.77	67.52	31.73	31.56
Lane Group LOS	E	C	C	E	C	C	E	D	D	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.60	10.29	1.61	2.89	8.36	0.32	1.11	4.29	3.49	14.94	9.13	7.46
50th-Percentile Queue Length [ft/ln]	114.91	257.15	40.25	72.28	209.02	8.00	27.79	107.33	87.23	373.61	228.34	186.54
95th-Percentile Queue Length [veh/ln]	8.11	15.55	2.90	5.20	13.10	0.58	2.00	7.69	6.28	21.28	14.09	11.94
95th-Percentile Queue Length [ft/ln]	202.81	388.64	72.45	130.11	327.57	14.41	50.01	192.29	157.02	532.11	352.26	298.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.15	27.83	20.19	61.27	28.10	20.70	64.71	50.75	51.77	67.52	31.73	31.56
Movement LOS	E	C	C	E	C	C	E	D	D	E	C	C
d_A, Approach Delay [s/veh]	30.56			30.35			52.04			41.61		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	35.89											
Intersection LOS	D											
Intersection V/C	0.672											

Emissions

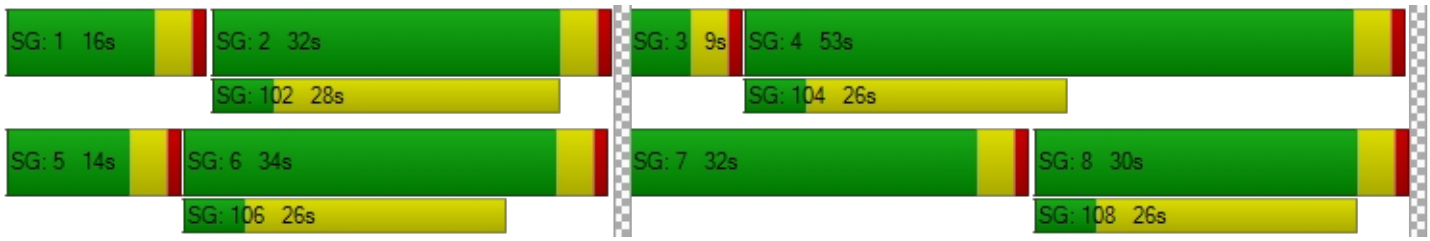
Vehicle Miles Traveled [mph]	7.51	78.11	5.27	42.36	544.48	8.82	3.44	31.29	12.49	220.37	406.96	167.93
Stops [stops/h]	150.43	1009.88	52.69	94.63	820.88	10.48	36.37	281.02	114.19	489.09	597.85	244.20
Fuel consumption [US gal/h]	4.07	23.71	1.25	3.83	35.93	0.52	1.03	7.85	3.19	17.78	25.27	10.40
CO [g/h]	284.22	1657.50	87.43	267.39	2511.20	36.14	72.08	548.75	222.69	1242.66	1766.09	727.01
NOx [g/h]	55.30	322.49	17.01	52.02	488.59	7.03	14.02	106.77	43.33	241.78	343.62	141.45
VOC [g/h]	65.87	384.14	20.26	61.97	581.99	8.38	16.70	127.18	51.61	288.00	409.31	168.49

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.446	3.356	2.889	2.985
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	509	473	891
d_b, Bicycle Delay [s]	29.09	30.56	32.07	16.91
l_b,int, Bicycle LOS Score for Intersection	2.536	2.306	1.990	2.952
Bicycle LOS	B	B	A	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	49.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	180	0	16	13	385	0	0	614	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	180	0	16	13	385	0	0	614	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	45	0	4	3	96	0	0	154	13
Total Analysis Volume [veh/h]	0	0	0	180	0	16	13	385	0	0	614	51
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.72	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	16.68	21.51	9.38	49.18	0.00	10.51	8.91	0.00	0.00	8.04	0.00	0.00
Movement LOS	C	C	A	E		B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	4.92	0.00	0.07	0.04	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	123.08	0.00	1.84	1.06	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.86			46.03			0.29			0.00		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	7.26											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name				Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	82	29	321	225	11	1	121	2	89	125	435
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	82	29	321	225	11	1	121	2	89	125	435
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	7	80	56	3	0	30	1	22	31	109
Total Analysis Volume [veh/h]	0	82	29	321	225	11	1	121	2	89	125	435
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	452	469	504	401	424	426	459	486	538
Degree of Utilization, x	0.25	0.68	0.47	0.00	0.14	0.14	0.23	0.22	0.81

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.96	5.09	2.46	0.01	0.50	0.50	0.89	0.83	7.85
95th-Percentile Queue Length [ft]	23.88	127.34	61.60	0.19	12.57	12.53	22.32	20.81	196.36
Approach Delay [s/veh]	13.54	21.41		12.59			25.42		
Approach LOS	B	C		B			D		
Intersection Delay [s/veh]	21.85								
Intersection LOS	C								

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	310	7	160	83	2	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	7	160	83	2	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	2	40	21	1	44
Total Analysis Volume [veh/h]	310	7	160	83	2	175
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.13	0.00	0.01	0.20
d_M, Delay for Movement [s/veh]	0.00	0.00	8.29	0.00	15.53	10.18
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.44	0.00	0.02	0.75
95th-Percentile Queue Length [ft/ln]	0.00	0.00	10.93	0.00	0.44	18.74
d_A, Approach Delay [s/veh]	0.00		5.46		10.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	40.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	284	378	24	77	294	296	453	128	317	52	210	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	378	24	77	294	296	453	128	317	52	210	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	95	6	19	74	74	113	32	79	13	53	22
Total Analysis Volume [veh/h]	284	378	24	77	294	296	453	128	317	52	210	89
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	352	369	372	354	372	398	453	499	342	357	380
Degree of Utilization, x	0.81	0.55	0.54	0.22	0.79	0.74	1.00	0.89	0.15	0.59	0.23

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	6.93	3.13	3.09	0.81	6.71	5.93	13.13	9.98	0.53	3.59	0.90
95th-Percentile Queue Length [ft]	173.36	78.30	77.23	20.32	167.87	148.28	328.18	249.46	13.26	89.75	22.38
Approach Delay [s/veh]	32.17			34.67			58.15		21.76		
Approach LOS	D			D			F		C		
Intersection Delay [s/veh]	40.37										
Intersection LOS	E										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	33.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	50	1224	781	268	1302	18	28	7	34	442	12	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	781	0	0	18	0	0	34	0	0	280
Total Hourly Volume [veh/h]	50	1224	0	268	1302	0	28	7	0	442	12	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	306	0	67	326	0	7	2	0	111	3	0
Total Analysis Volume [veh/h]	50	1224	0	268	1302	0	28	7	0	442	12	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	57	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	57	0	0	47	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	62	62	55	55	55	7	29	29	29
g / C, Green / Cycle	0.04	0.57	0.57	0.50	0.50	0.50	0.06	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.22	0.22	0.58	0.25	0.00	0.02	0.24	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	463	5176	1615	1827	1810	1900	1615
c, Capacity [veh/h]	65	2053	1078	227	2563	800	110	476	500	425
d1, Uniform Delay [s]	52.56	13.22	13.22	41.38	18.72	0.00	49.53	39.52	30.05	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.98	0.56	1.07	118.06	0.72	0.00	1.64	8.40	0.02	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.39	0.39	1.18	0.51	0.00	0.32	0.93	0.02	0.00
d, Delay for Lane Group [s/veh]	69.55	13.78	14.28	159.44	19.45	0.00	51.17	47.91	30.07	0.00
Lane Group LOS	E	B	B	F	B	A	D	D	C	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.67	5.48	5.91	13.55	7.04	0.00	0.98	12.73	0.24	0.00
50th-Percentile Queue Length [ft/ln]	41.84	137.02	147.72	338.66	176.00	0.00	24.51	318.14	6.06	0.00
95th-Percentile Queue Length [veh/ln]	3.01	9.32	9.90	21.81	11.39	0.00	1.76	18.58	0.44	0.00
95th-Percentile Queue Length [ft/ln]	75.32	233.01	247.38	545.13	284.78	0.00	44.11	464.40	10.91	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.55	13.95	14.28	159.44	19.45	0.00	51.17	51.17	51.17	47.91	30.07	0.00
Movement LOS	E	B	B	F	B	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	16.13			43.34			51.17			47.44		
Approach LOS	B			D			D			D		
d_I, Intersection Delay [s/veh]	33.58											
Intersection LOS	C											
Intersection V/C	0.870											

Emissions

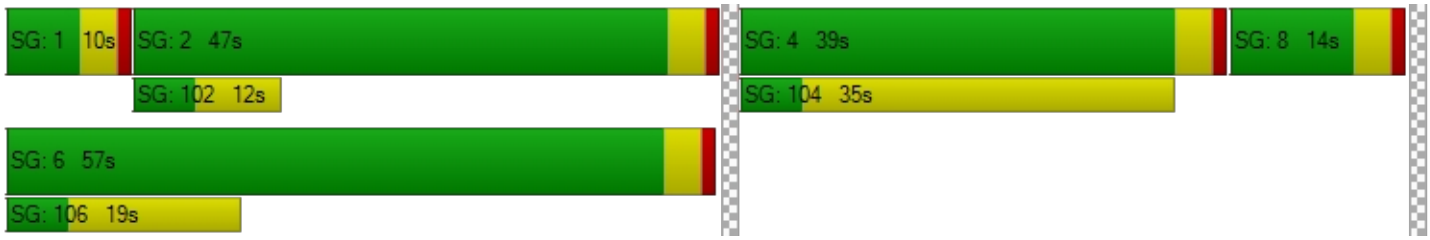
Vehicle Miles Traveled [mph]	24.95	400.51	210.35	25.93	125.98	0.00	2.79	223.30	6.06	0.00
Stops [stops/h]	54.78	358.75	193.37	443.34	691.19	0.00	32.08	416.47	7.94	0.00
Fuel consumption [US gal/h]	2.04	20.72	10.95	15.10	18.06	0.00	0.61	15.95	0.38	0.00
CO [g/h]	142.42	1448.31	765.61	1055.16	1262.70	0.00	42.85	1114.79	26.32	0.00
NOx [g/h]	27.71	281.79	148.96	205.29	245.68	0.00	8.34	216.90	5.12	0.00
VOC [g/h]	33.01	335.66	177.44	244.54	292.64	0.00	9.93	258.36	6.10	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.333	1.835	3.285
Crosswalk LOS	F	C	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	964	782	182	636
d_b, Bicycle Delay [s]	14.77	20.40	45.45	25.57
l_b,int, Bicycle LOS Score for Intersection	2.690	2.433	1.673	2.771
Bicycle LOS	B	B	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	46.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	141	161	339	203	193	384	189	790	76	368	1097	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	85	0	0	96	0	0	19	0	0	74
Total Hourly Volume [veh/h]	141	161	254	203	193	288	189	790	57	368	1097	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	40	64	51	48	72	47	198	14	92	274	56
Total Analysis Volume [veh/h]	141	161	254	203	193	288	189	790	57	368	1097	222
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18	29	0	21	32	0	21	19	0	31	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	29	13	33	33	12	20	20	22	30	30
g / C, Green / Cycle	0.10	0.29	0.13	0.33	0.33	0.12	0.20	0.20	0.22	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.18	0.10	0.15	0.04	0.20	0.30	0.14
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	173	497	237	619	526	223	1014	317	403	1069	477
d1, Uniform Delay [s]	44.35	33.24	42.52	25.32	27.68	42.91	38.14	33.50	37.91	35.22	28.77
k, delay calibration	0.11	0.50	0.18	0.50	0.50	0.15	0.11	0.11	0.27	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.94	15.14	13.38	1.31	4.07	11.29	1.33	0.27	17.24	20.10	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.83	0.86	0.31	0.55	0.85	0.78	0.18	0.91	1.03	0.47
d, Delay for Lane Group [s/veh]	53.29	48.38	55.90	26.63	31.75	54.20	39.47	33.77	55.15	55.33	29.48
Lane Group LOS	D	D	E	C	C	D	D	C	E	F	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.86	11.44	5.79	3.68	6.23	4.99	5.81	1.10	10.05	14.77	4.09
50th-Percentile Queue Length [ft/ln]	96.62	286.01	144.82	92.06	155.84	124.77	145.28	27.62	251.16	369.26	102.28
95th-Percentile Queue Length [veh/ln]	6.96	16.99	9.74	6.63	10.33	8.65	9.76	1.99	15.24	21.41	7.36
95th-Percentile Queue Length [ft/ln]	173.92	424.68	243.50	165.71	258.20	216.36	244.12	49.72	381.12	535.33	184.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.29	48.38	48.38	55.90	26.63	31.75	54.20	39.47	33.77	55.15	55.33	29.48
Movement LOS	D	D	D	E	C	C	D	D	C	E	F	C
d_A, Approach Delay [s/veh]	49.62			37.47			41.85			51.89		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	46.46											
Intersection LOS	D											
Intersection V/C	0.762											

Emissions

Vehicle Miles Traveled [mph]	19.78	58.21	28.26	26.87	40.09	94.58	395.35	28.53	96.13	286.57	57.99
Stops [stops/h]	139.13	411.85	208.54	132.56	224.41	179.66	627.61	39.77	361.68	1063.46	147.28
Fuel consumption [US gal/h]	2.95	8.28	4.38	2.76	4.52	8.59	31.23	2.08	14.06	41.69	6.01
CO [g/h]	206.35	578.99	306.15	193.10	316.24	600.13	2182.85	145.72	983.05	2914.12	419.91
NOx [g/h]	40.15	112.65	59.57	37.57	61.53	116.76	424.70	28.35	191.27	566.98	81.70
VOC [g/h]	47.82	134.19	70.95	44.75	73.29	139.09	505.90	33.77	227.83	675.38	97.32

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.414	2.564	3.311	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	560	300	500
d_b, Bicycle Delay [s]	28.13	25.92	36.13	28.13
l_b,int, Bicycle LOS Score for Intersection	2.617	2.847	2.140	3.012
Bicycle LOS	B	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Nuevo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	53.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	266	330	199	39	399	101	128	609	396	284	1391	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	50	0	0	25	0	0	99	0	0	39
Total Hourly Volume [veh/h]	266	330	149	39	399	76	128	609	297	284	1391	118
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	83	37	10	100	19	32	152	74	71	348	30
Total Analysis Volume [veh/h]	266	330	149	39	399	76	128	609	297	284	1391	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	27	0	0	27	0	7	22	0	19	34	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	11	26	0	20	35	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	7	22	22	16	31	31
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.08	0.25	0.25	0.18	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.28	0.17	0.09	0.29	0.07	0.17	0.18	0.16	0.38	0.07
s, saturation flow rate [veh/h]	934	1900	1615	1769	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	276	844	718	829	141	891	398	319	1246	556
d1, Uniform Delay [s]	33.05	16.81	15.30	19.25	41.19	30.75	31.33	36.24	29.50	20.86
k, delay calibration	0.50	0.50	0.50	0.50	0.27	0.11	0.25	0.24	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	45.34	1.36	0.66	3.47	36.62	0.94	6.44	16.80	55.18	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.39	0.21	0.62	0.91	0.68	0.75	0.89	1.12	0.21
d, Delay for Lane Group [s/veh]	78.39	18.17	15.96	22.72	77.80	31.69	37.77	53.04	84.68	21.05
Lane Group LOS	E	B	B	C	E	C	D	D	F	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.05	4.44	1.83	8.14	4.15	5.79	6.35	7.30	21.95	1.69
50th-Percentile Queue Length [ft/ln]	226.30	111.05	45.63	203.60	103.69	144.81	158.82	182.58	548.85	42.26
95th-Percentile Queue Length [veh/ln]	13.99	7.90	3.29	12.82	7.47	9.74	10.49	11.74	31.80	3.04
95th-Percentile Queue Length [ft/ln]	349.66	197.47	82.14	320.61	186.64	243.48	262.16	293.38	795.10	76.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	78.39	18.17	15.96	22.72	22.72	22.72	77.80	31.69	37.77	53.04	84.68	21.05
Movement LOS	E	B	B	C	C	C	E	C	D	D	F	C
d_A, Approach Delay [s/veh]	39.23			22.72			39.14			75.48		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	53.04											
Intersection LOS	D											
Intersection V/C	0.746											

Emissions

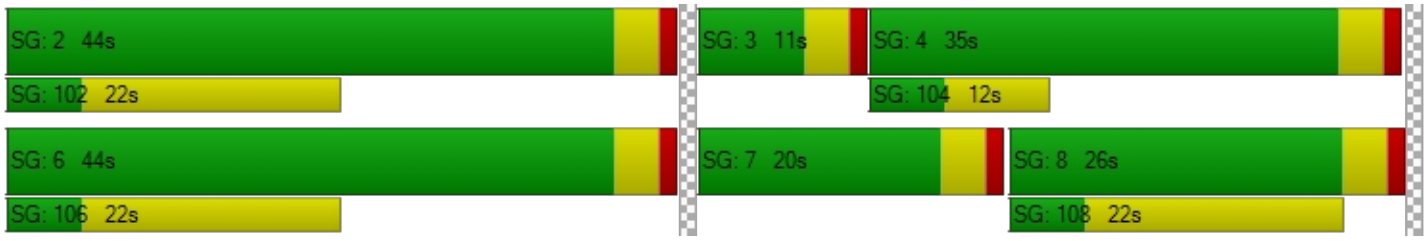
Vehicle Miles Traveled [mph]	100.50	124.68	56.30	258.24	64.76	308.10	150.25	142.12	696.11	59.05
Stops [stops/h]	362.09	177.68	73.01	325.76	165.90	463.39	254.11	292.13	1756.32	67.62
Fuel consumption [US gal/h]	12.19	7.70	3.32	15.28	5.98	19.52	10.16	11.03	66.16	3.29
CO [g/h]	852.09	538.46	232.16	1067.98	417.71	1364.12	710.27	770.71	4624.35	229.63
NOx [g/h]	165.79	104.76	45.17	207.79	81.27	265.41	138.19	149.95	899.73	44.68
VOC [g/h]	197.48	124.79	53.81	247.51	96.81	316.15	164.61	178.62	1071.74	53.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.921	2.596	3.652	3.204
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	889	489	689
d_b, Bicycle Delay [s]	13.89	13.89	25.69	19.34
l_b,int, Bicycle LOS Score for Intersection	2.871	2.449	2.494	3.071
Bicycle LOS	C	B	B	C

Sequence

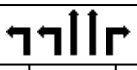
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	47.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	281	1154	586	275	1035	342	413	806	143	496	946	401
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	147	0	0	86	0	0	36	0	0	100
Total Hourly Volume [veh/h]	281	1154	439	275	1035	256	413	806	107	496	946	301
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	289	110	69	259	64	103	202	27	124	237	75
Total Analysis Volume [veh/h]	281	1154	439	275	1035	256	413	806	107	496	946	301
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	44	0	15	36	0	18	39	0	22	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	45	45	11	37	37	14	30	30	18	34	34
g / C, Green / Cycle	0.16	0.38	0.38	0.09	0.31	0.31	0.12	0.25	0.25	0.15	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.16	0.22	0.27	0.08	0.29	0.09	0.12	0.22	0.07	0.14	0.18	0.19
s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	2859	3514	3618	1615	3514	5176	1615
c, Capacity [veh/h]	287	1955	610	322	1125	889	410	895	399	527	1453	453
d1, Uniform Delay [s]	50.32	29.90	31.91	53.71	39.90	31.28	53.00	43.74	36.40	50.47	37.99	38.16
k, delay calibration	0.41	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	43.65	1.32	7.17	6.42	13.39	0.82	22.46	3.65	0.36	8.83	0.50	2.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.59	0.72	0.85	0.92	0.29	1.01	0.90	0.27	0.94	0.65	0.66
d, Delay for Lane Group [s/veh]	93.97	31.22	39.08	60.13	53.29	32.10	75.46	47.39	36.76	59.30	38.49	40.38
Lane Group LOS	F	C	D	E	D	C	F	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.62	8.73	11.56	4.27	16.14	2.83	7.34	11.74	2.53	7.86	8.04	7.92
50th-Percentile Queue Length [ft/ln]	290.53	218.34	289.01	106.80	403.58	70.65	183.44	293.56	63.35	196.60	200.97	198.07
95th-Percentile Queue Length [veh/ln]	17.21	13.58	17.14	7.66	22.73	5.09	11.82	17.36	4.56	12.46	12.69	12.54
95th-Percentile Queue Length [ft/ln]	430.29	339.51	428.41	191.54	568.31	127.16	295.39	434.05	114.04	311.57	317.21	313.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	93.97	31.22	39.08	60.13	53.29	32.10	75.46	47.39	36.76	59.30	38.49	40.38
Movement LOS	F	C	D	E	D	C	F	D	D	E	D	D
d_A, Approach Delay [s/veh]	42.47			51.03			55.27			44.74		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	47.75											
Intersection LOS	D											
Intersection V/C	0.805											

Emissions

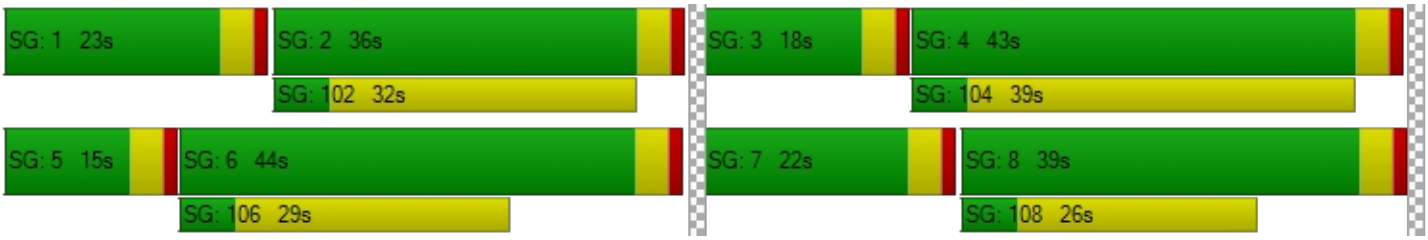
Vehicle Miles Traveled [mph]	105.79	434.45	165.27	137.25	516.54	127.76	91.99	179.52	23.83	250.93	478.59	152.28
Stops [stops/h]	348.63	786.03	346.81	256.32	968.59	169.55	440.24	704.53	76.03	471.84	723.47	237.69
Fuel consumption [US gal/h]	13.33	32.00	13.47	11.26	40.97	8.16	13.96	21.12	2.40	19.61	31.66	10.26
CO [g/h]	932.02	2236.57	941.44	786.79	2863.92	570.36	975.89	1476.53	167.82	1370.64	2213.02	717.39
NOx [g/h]	181.34	435.16	183.17	153.08	557.21	110.97	189.87	287.28	32.65	266.68	430.57	139.58
VOC [g/h]	216.01	518.35	218.19	182.35	663.74	132.19	226.17	342.20	38.89	317.66	512.89	166.26

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.625	3.575	3.339	3.453
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	533	583	650
d_b, Bicycle Delay [s]	26.67	32.27	30.10	27.34
l_b,int, Bicycle LOS Score for Intersection	2.671	2.923	2.683	2.573
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	21.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	179	0	1676	1437	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	179	0	1676	1437	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	45	0	419	359	22
Total Analysis Volume [veh/h]	0	179	0	1676	1437	86
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.59	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	21.87	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	30.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.87		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	85.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.074

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	361	0	765	0	0	0	1014	1124	0	0	1147	673
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	191	0	0	0	0	0	0	0	0	168
Total Hourly Volume [veh/h]	361	0	574	0	0	0	1014	1124	0	0	1147	505
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	0	144	0	0	0	254	281	0	0	287	126
Total Analysis Volume [veh/h]	361	0	574	0	0	0	1014	1124	0	0	1147	505
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	25	0	0	0	0	59	95	0	0	36	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	120	120		120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	21		55	91	32	32
g / C, Green / Cycle	0.18	0.18		0.46	0.76	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20		0.56	0.22	0.22	0.31
s, saturation flow rate [veh/h]	1810	2859		1810	5176	5176	1615
c, Capacity [veh/h]	317	500		829	3925	1380	431
d1, Uniform Delay [s]	49.50	49.50		32.50	4.48	41.45	44.00
k, delay calibration	0.50	0.50		0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	94.02	87.56		110.94	0.04	1.36	99.77
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.14	1.15		1.22	0.29	0.83	1.17
d, Delay for Lane Group [s/veh]	143.52	137.06		143.44	4.52	42.82	143.77
Lane Group LOS	F	F		F	A	D	F
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	17.54	13.41		48.09	2.27	10.54	24.33
50th-Percentile Queue Length [ft/ln]	438.61	335.23		1202.35	56.81	263.54	608.28
95th-Percentile Queue Length [veh/ln]	26.04	20.72		68.49	4.09	15.87	35.52
95th-Percentile Queue Length [ft/ln]	651.06	517.91		1712.33	102.26	396.65	888.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	143.52	143.52	137.06	0.00	0.00	0.00	143.44	4.52	0.00	0.00	42.82	143.77
Movement LOS	F	F	F				F	A			D	F
d_A, Approach Delay [s/veh]	139.55			0.00			70.41			73.68		
Approach LOS	F			A			E			E		
d_I, Intersection Delay [s/veh]	85.23											
Intersection LOS	F											
Intersection V/C	1.074											

Emissions

Vehicle Miles Traveled [mph]	62.75	99.77		84.01	93.12	63.04	27.76
Stops [stops/h]	526.33	804.56		1442.82	204.52	948.73	729.94
Fuel consumption [US gal/h]	17.96	27.49		46.78	6.38	21.57	22.94
CO [g/h]	1255.37	1921.20		3269.70	445.81	1507.81	1603.34
NOx [g/h]	244.25	373.80		636.16	86.74	293.37	311.95
VOC [g/h]	290.94	445.26		757.78	103.32	349.45	371.59

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.715	2.553	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	0	1517	533
d_b, Bicycle Delay [s]	40.84	60.00	3.50	32.27
l_b,int, Bicycle LOS Score for Intersection	3.418	4.132	2.736	2.561
Bicycle LOS	C	D	B	B

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	17.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	502	1	182	0	696	277	541	798	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	46	0	0	69	0	0	0
Total Hourly Volume [veh/h]	0	0	0	502	1	136	0	696	208	541	798	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	126	0	34	0	174	52	135	200	0
Total Analysis Volume [veh/h]	0	0	0	502	1	136	0	696	208	541	798	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	26	0	20	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		22	22	22	14	14	12	30
g / C, Green / Cycle		0.36	0.36	0.36	0.24	0.24	0.20	0.51
(v / s)_i Volume / Saturation Flow Rate		0.14	0.14	0.08	0.17	0.18	0.15	0.15
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1694	3514	5176
c, Capacity [veh/h]		649	649	579	857	401	718	2628
d1, Uniform Delay [s]		14.32	14.32	13.47	20.96	21.25	22.45	8.59
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.74	1.74	0.95	1.07	2.85	1.63	0.06
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.39	0.39	0.23	0.70	0.75	0.75	0.30
d, Delay for Lane Group [s/veh]		16.07	16.07	14.42	22.03	24.10	24.08	8.66
Lane Group LOS		B	B	B	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		2.45	2.46	1.24	3.52	3.76	3.34	1.55
50th-Percentile Queue Length [ft/ln]		61.37	61.38	31.03	88.08	94.02	83.45	38.79
95th-Percentile Queue Length [veh/ln]		4.42	4.42	2.23	6.34	6.77	6.01	2.79
95th-Percentile Queue Length [ft/ln]		110.46	110.48	55.86	158.54	169.23	150.21	69.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	16.07	16.07	14.42	0.00	22.31	24.10	24.08	8.66	0.00
Movement LOS				B	B	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			15.71			22.72			14.89		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	17.53											
Intersection LOS	B											
Intersection V/C	0.471											

Emissions

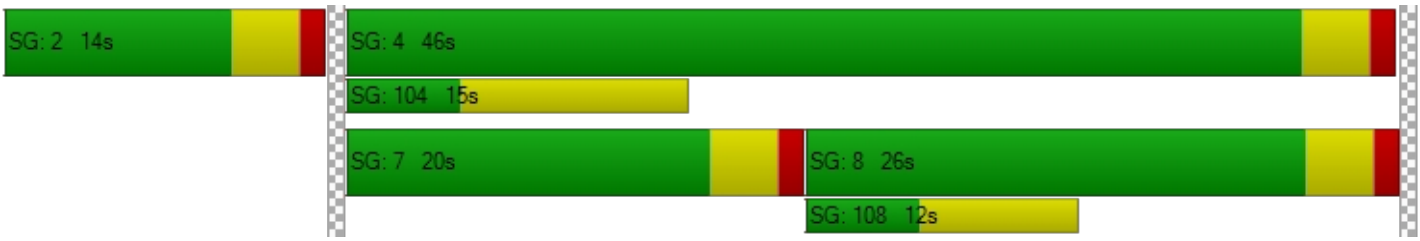
Vehicle Miles Traveled [mph]		21.74	21.75	11.76	159.73	79.86	44.82	66.11
Stops [stops/h]		147.29	147.31	74.48	422.78	225.64	400.56	279.30
Fuel consumption [US gal/h]		3.05	3.05	1.55	12.58	6.56	8.19	6.52
CO [g/h]		213.06	213.09	108.48	879.10	458.22	572.62	455.59
NOx [g/h]		41.45	41.46	21.11	171.04	89.15	111.41	88.64
VOC [g/h]		49.38	49.39	25.14	203.74	106.20	132.71	105.59

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.095	2.283	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	733	1400
d_b, Bicycle Delay [s]	30.00	20.83	12.03	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.690	2.095	2.296
Bicycle LOS	D	B	B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	44.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.004

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	99	692	14	41	882	63	89	33	86	19	78	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	692	14	41	882	63	89	33	86	19	78	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	173	4	10	221	16	22	8	22	5	20	13
Total Analysis Volume [veh/h]	99	692	14	41	882	63	89	33	86	19	78	53
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	439	467	469	441	473	477	415	408
Degree of Utilization, x	0.23	0.76	0.75	0.09	1.00	0.99	0.50	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.86	6.42	6.37	0.31	13.44	13.07	2.73	1.66
95th-Percentile Queue Length [ft]	21.46	160.45	159.21	7.65	336.05	326.68	68.18	41.53
Approach Delay [s/veh]	28.37			65.98			20.08	16.89
Approach LOS	D			F			C	C
Intersection Delay [s/veh]	44.02							
Intersection LOS	E							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	2083	296	68	1489	238	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	74	0	0	0	48
Total Hourly Volume [veh/h]	2083	222	68	1489	238	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	521	56	17	372	60	36
Total Analysis Volume [veh/h]	2083	222	68	1489	238	142
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	16	0	5	25	27	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	25	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	4	50	12	12
g / C, Green / Cycle	0.61	0.61	0.05	0.72	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.42	0.43	0.04	0.29	0.13	0.09
s, saturation flow rate [veh/h]	3618	1808	1810	5176	1810	1615
c, Capacity [veh/h]	2200	1100	98	3725	300	268
d1, Uniform Delay [s]	9.34	9.34	32.52	3.86	28.03	26.69
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.87	3.70	8.37	0.32	4.70	1.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.70	0.69	0.40	0.79	0.53
d, Delay for Lane Group [s/veh]	11.21	13.04	40.90	4.18	32.73	28.31
Lane Group LOS	B	B	D	A	C	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.95	6.51	1.28	1.42	4.11	2.23
50th-Percentile Queue Length [ft/ln]	148.82	162.82	31.93	35.53	102.73	55.81
95th-Percentile Queue Length [veh/ln]	9.95	10.70	2.30	2.56	7.40	4.02
95th-Percentile Queue Length [ft/ln]	248.86	267.46	57.48	63.96	184.91	100.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.69	13.04	40.90	4.18	32.73	28.31
Movement LOS	B	B	D	A	C	C
d_A, Approach Delay [s/veh]	11.82		5.79		31.08	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	11.33					
Intersection LOS	B					
Intersection V/C	0.594					

Emissions

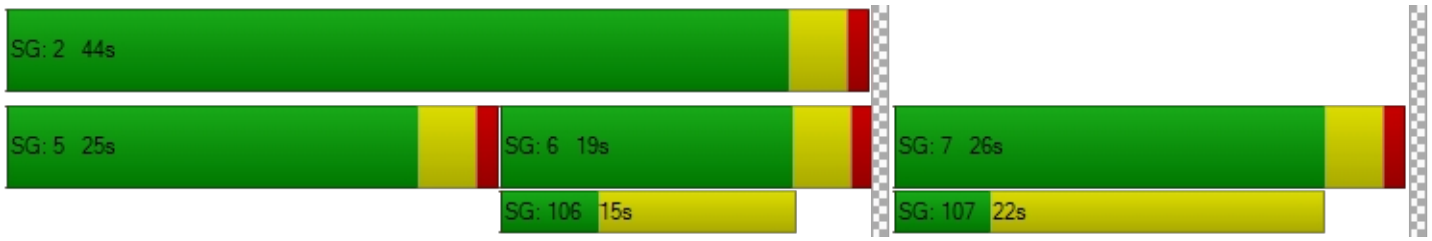
Vehicle Miles Traveled [mph]	667.20	333.60	25.60	560.57	119.47	71.28
Stops [stops/h]	612.29	334.95	65.69	219.29	211.33	114.80
Fuel consumption [US gal/h]	33.99	17.64	2.26	23.21	7.77	4.46
CO [g/h]	2375.74	1232.92	157.99	1622.28	543.01	312.02
NOx [g/h]	462.23	239.88	30.74	315.64	105.65	60.71
VOC [g/h]	550.60	285.74	36.61	375.98	125.85	72.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.383	2.212
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	429	1143	629
d_b, Bicycle Delay [s]	21.61	6.43	16.46
l_b,int, Bicycle LOS Score for Intersection	2.868	2.416	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	117.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.063

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	95	1536	13	458	1400	356	562	100	85	155	614	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	89	0	0	21	0	0	45
Total Hourly Volume [veh/h]	95	1536	10	458	1400	267	562	100	64	155	614	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	384	3	115	350	67	141	25	16	39	154	33
Total Analysis Volume [veh/h]	95	1536	10	458	1400	267	562	100	64	155	614	133
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	23	0	17	28	0	20	30	0	20	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	24	24	13	31	31	16	27	27	10	21	21
g / C, Green / Cycle	0.07	0.27	0.27	0.14	0.35	0.35	0.18	0.30	0.30	0.11	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.30	0.01	0.25	0.27	0.17	0.31	0.05	0.04	0.09	0.20	0.20
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	1900	1615	1810	1900	1784
c, Capacity [veh/h]	123	1391	434	261	1788	558	322	574	488	193	439	413
d1, Uniform Delay [s]	41.28	32.91	24.21	38.50	26.43	23.10	37.00	23.13	22.82	39.25	33.36	33.36
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.95	58.03	0.10	353.87	3.51	2.92	348.77	0.14	0.12	7.47	11.02	11.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	1.10	0.02	1.75	0.78	0.48	1.75	0.17	0.13	0.80	0.88	0.88
d, Delay for Lane Group [s/veh]	51.22	90.93	24.31	392.37	29.94	26.02	385.77	23.28	22.94	46.73	44.37	45.02
Lane Group LOS	D	F	C	F	C	C	F	C	C	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.32	16.80	0.16	31.14	8.76	4.54	37.81	1.49	0.94	3.59	8.91	8.44
50th-Percentile Queue Length [ft/ln]	57.97	419.97	3.99	778.44	218.97	113.57	945.32	37.17	23.52	89.64	222.77	211.10
95th-Percentile Queue Length [veh/ln]	4.17	24.91	0.29	48.93	13.61	8.04	59.10	2.68	1.69	6.45	13.81	13.21
95th-Percentile Queue Length [ft/ln]	104.35	622.65	7.19	1223.27	340.32	200.96	1477.57	66.91	42.33	161.35	345.16	330.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.22	90.93	24.31	392.37	29.94	26.02	385.77	23.28	22.94	46.73	44.61	45.02
Movement LOS	D	F	C	F	C	C	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	88.23			107.56			303.85			45.04		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	117.64											
Intersection LOS	F											
Intersection V/C	1.063											

Emissions

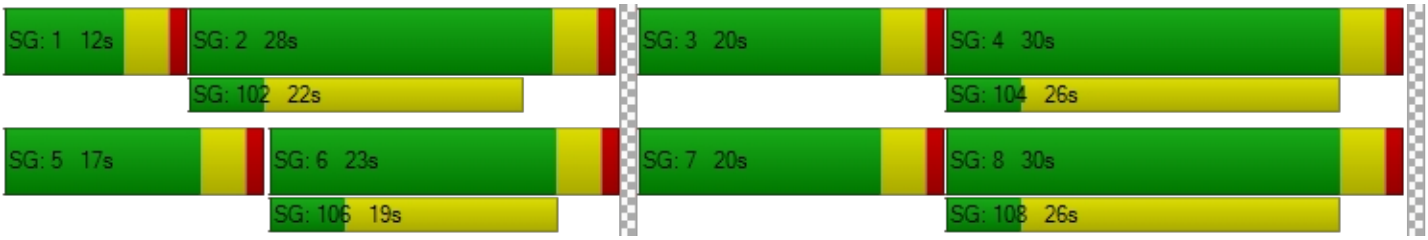
Vehicle Miles Traveled [mph]	27.47	444.20	2.89	87.95	268.83	51.27	63.34	11.27	7.21	19.57	48.63	45.68
Stops [stops/h]	92.75	2015.84	6.39	1245.50	1051.08	181.71	1512.52	59.48	37.63	143.42	356.44	337.77
Fuel consumption [US gal/h]	3.09	68.71	0.23	55.06	30.81	5.43	65.09	1.60	1.01	3.93	9.58	9.08
CO [g/h]	215.65	4802.80	15.94	3848.87	2153.79	379.61	4549.56	111.81	70.87	274.55	669.41	634.68
NOx [g/h]	41.96	934.45	3.10	748.85	419.05	73.86	885.18	21.75	13.79	53.42	130.24	123.49
VOC [g/h]	49.98	1113.10	3.69	892.01	499.16	87.98	1054.40	25.91	16.42	63.63	155.14	147.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.332	3.674	2.861	2.752
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	533	578	578
d_b, Bicycle Delay [s]	28.01	24.20	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.464	2.777	2.792	2.341
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	48.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	66	257	128	21	75	55	200	1454	75	146	2310	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	14	0	0	19	0	0	36
Total Hourly Volume [veh/h]	66	257	96	21	75	41	200	1454	56	146	2310	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	64	24	5	19	10	50	364	14	37	578	27
Total Analysis Volume [veh/h]	66	257	96	21	75	41	200	1454	56	146	2310	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	6	29	0	5	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	39	0	9	36	0	17	48	0	24	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	3	34	34	13	52	52	12	51	51
g / C, Green / Cycle	0.05	0.31	0.31	0.02	0.29	0.29	0.11	0.44	0.44	0.10	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.01	0.02	0.03	0.11	0.28	0.03	0.08	0.45	0.07
s, saturation flow rate [veh/h]	1810	1900	1729	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	86	592	539	39	1034	462	196	2253	703	177	2200	686
d1, Uniform Delay [s]	56.49	31.44	31.54	58.11	31.25	31.40	53.50	26.61	19.82	53.10	34.50	21.27
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.41	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.27	1.34	1.54	10.94	0.14	0.38	63.47	0.31	0.05	9.15	25.82	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.31	0.32	0.54	0.07	0.09	1.02	0.65	0.08	0.82	1.05	0.16
d, Delay for Lane Group [s/veh]	69.76	32.78	33.08	69.05	31.39	31.78	116.97	26.92	19.87	62.25	60.32	21.38
Lane Group LOS	E	C	C	E	C	C	F	C	B	E	F	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.25	4.12	3.90	0.74	0.79	0.90	9.11	10.03	0.87	4.59	24.57	1.79
50th-Percentile Queue Length [ft/ln]	56.20	103.12	97.52	18.41	19.86	22.50	227.66	250.63	21.66	114.79	614.28	44.77
95th-Percentile Queue Length [veh/ln]	4.05	7.42	7.02	1.33	1.43	1.62	14.17	15.22	1.56	8.11	33.90	3.22
95th-Percentile Queue Length [ft/ln]	101.16	185.62	175.54	33.13	35.74	40.49	354.32	380.45	39.00	202.64	847.39	80.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.76	32.87	33.08	69.05	31.39	31.78	116.97	26.92	19.87	62.25	60.32	21.38
Movement LOS	E	C	C	E	C	C	F	C	B	E	F	C
d_A, Approach Delay [s/veh]	38.73			37.28			37.22			58.77		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	48.80											
Intersection LOS	D											
Intersection V/C	0.667											

Emissions

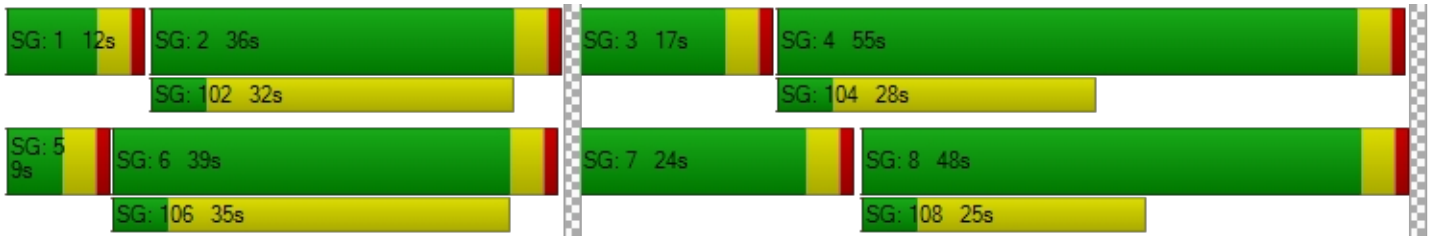
Vehicle Miles Traveled [mph]	38.33	105.82	99.17	3.68	13.13	7.18	22.68	164.90	6.35	36.49	577.31	27.24
Stops [stops/h]	67.44	123.74	117.03	22.09	47.66	26.99	273.20	902.27	26.00	137.74	2211.41	53.72
Fuel consumption [US gal/h]	3.09	6.38	6.00	0.70	1.52	0.85	10.59	30.24	0.92	5.63	88.74	2.38
CO [g/h]	215.93	446.07	419.69	48.63	106.37	59.19	740.47	2113.81	64.43	393.43	6202.82	166.60
NOx [g/h]	42.01	86.79	81.66	9.46	20.70	11.52	144.07	411.27	12.54	76.55	1206.84	32.41
VOC [g/h]	50.04	103.38	97.27	11.27	24.65	13.72	171.61	489.90	14.93	91.18	1437.56	38.61

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.579	2.672	3.718	3.731
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	733	850
d_b, Bicycle Delay [s]	30.10	32.27	24.07	19.84
l_b,int, Bicycle LOS Score for Intersection	1.932	1.684	2.511	2.990
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	93	612	138	55	213	35	25	192	84	21	298	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	9	0	0	21	0	0	5
Total Hourly Volume [veh/h]	93	612	103	55	213	26	25	192	63	21	298	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	153	26	14	53	7	6	48	16	5	75	3
Total Analysis Volume [veh/h]	93	612	103	55	213	26	25	192	63	21	298	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	27	33	0	21	27	0	9	37	0	9	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	67	67	4	64	64	3	11	11	2	11	11
g / C, Green / Cycle	0.07	0.67	0.67	0.04	0.64	0.64	0.03	0.11	0.11	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.19	0.03	0.06	0.06	0.01	0.07	0.07	0.01	0.08	0.08
s, saturation flow rate [veh/h]	1810	1900	1806	1810	1900	1829	1810	1900	1745	1810	1900	1872
c, Capacity [veh/h]	121	1268	1205	73	1217	1172	45	210	192	40	204	201
d1, Uniform Delay [s]	45.89	6.85	6.85	47.52	6.90	6.91	48.18	42.49	42.62	48.37	43.40	43.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.73	0.58	0.61	14.81	0.16	0.17	9.95	2.99	3.64	10.12	5.88	6.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.29	0.29	0.76	0.10	0.10	0.55	0.62	0.65	0.52	0.77	0.77
d, Delay for Lane Group [s/veh]	55.62	7.43	7.46	62.33	7.06	7.08	58.14	45.48	46.27	58.48	49.29	49.55
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.52	2.77	2.65	1.61	0.88	0.87	0.73	3.20	3.10	0.62	4.02	4.00
50th-Percentile Queue Length [ft/ln]	62.98	69.28	66.22	40.23	22.01	21.66	18.33	79.89	77.46	15.60	100.60	100.08
95th-Percentile Queue Length [veh/ln]	4.53	4.99	4.77	2.90	1.58	1.56	1.32	5.75	5.58	1.12	7.24	7.21
95th-Percentile Queue Length [ft/ln]	113.37	124.71	119.19	72.41	39.62	38.99	33.00	143.81	139.42	28.08	181.07	180.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.62	7.44	7.46	62.33	7.07	7.08	58.14	45.73	46.27	58.48	49.41	49.55
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	12.99			17.41			46.96			49.99		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	26.46											
Intersection LOS	C											
Intersection V/C	0.320											

Emissions

Vehicle Miles Traveled [mph]	46.22	182.06	173.28	31.94	70.08	68.71	1.10	5.74	5.50	10.53	78.31	77.66
Stops [stops/h]	90.70	99.76	95.35	57.93	31.69	31.19	26.40	115.04	111.54	22.46	144.86	144.12
Fuel consumption [US gal/h]	3.76	8.03	7.65	2.51	2.97	2.91	0.54	2.29	2.22	0.82	5.64	5.61
CO [g/h]	263.13	561.62	535.07	175.63	207.58	203.66	37.49	160.02	155.38	57.34	394.27	391.81
NOx [g/h]	51.20	109.27	104.10	34.17	40.39	39.63	7.29	31.13	30.23	11.16	76.71	76.23
VOC [g/h]	60.98	130.16	124.01	40.70	48.11	47.20	8.69	37.09	36.01	13.29	91.38	90.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.696	2.599	2.502	2.478
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	580	460	660	660
d_b, Bicycle Delay [s]	25.21	29.65	22.45	22.45
l_b,int, Bicycle LOS Score for Intersection	2.255	1.810	1.808	1.838
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	100.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	44	656	100	26	99	18	7	77	32	199	177	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	5	0	0	8	0	0	34
Total Hourly Volume [veh/h]	44	656	75	26	99	13	7	77	24	199	177	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	164	19	7	25	3	2	19	6	50	44	25
Total Analysis Volume [veh/h]	44	656	75	26	99	13	7	77	24	199	177	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	21	26	0	25	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	50	50	2	50	50	1	9	9	12	20	20
g / C, Green / Cycle	0.04	0.56	0.56	0.03	0.55	0.55	0.01	0.10	0.10	0.13	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.01	0.03	0.01	0.00	0.02	0.01	0.11	0.05	0.06
s, saturation flow rate [veh/h]	1810	1900	1832	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	67	1064	1026	48	1988	888	19	374	167	239	814	363
d1, Uniform Delay [s]	42.75	10.83	10.83	43.24	9.38	9.20	44.25	36.97	36.73	38.09	28.42	28.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.22	0.91	0.94	8.91	0.05	0.03	11.96	0.27	0.39	7.38	0.13	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.35	0.35	0.54	0.05	0.01	0.37	0.21	0.14	0.83	0.22	0.28
d, Delay for Lane Group [s/veh]	52.98	11.73	11.77	52.15	9.43	9.23	56.21	37.24	37.12	45.47	28.55	29.21
Lane Group LOS	D	B	B	D	A	A	E	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.15	4.01	3.88	0.67	0.40	0.11	0.21	0.76	0.48	4.55	1.49	1.73
50th-Percentile Queue Length [ft/ln]	28.67	100.23	97.09	16.69	10.09	2.70	5.28	18.90	11.94	113.64	37.15	43.16
95th-Percentile Queue Length [veh/ln]	2.06	7.22	6.99	1.20	0.73	0.19	0.38	1.36	0.86	8.04	2.68	3.11
95th-Percentile Queue Length [ft/ln]	51.60	180.42	174.75	30.05	18.16	4.86	9.50	34.03	21.50	201.06	66.88	77.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.98	11.75	11.77	52.15	9.43	9.23	56.21	37.24	37.12	45.47	28.55	29.21
Movement LOS	D	B	B	D	A	A	E	D	D	D	C	C
d_A, Approach Delay [s/veh]	14.09			17.46			38.44			35.76		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	23.05											
Intersection LOS	C											
Intersection V/C	0.342											

Emissions

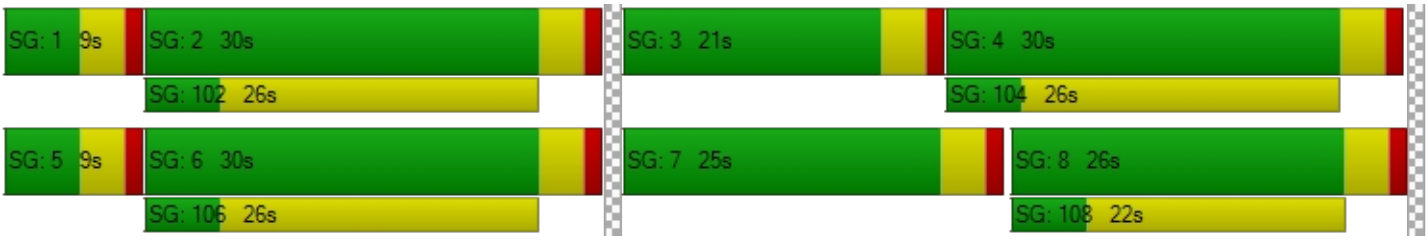
Vehicle Miles Traveled [mph]	21.99	185.87	179.53	12.92	49.20	6.46	1.17	12.85	4.01	85.66	76.19	43.05
Stops [stops/h]	45.87	160.37	155.34	26.71	32.29	4.32	8.44	60.49	19.11	181.83	118.89	69.05
Fuel consumption [US gal/h]	1.63	9.43	9.11	1.05	2.28	0.30	0.23	1.78	0.56	7.04	5.12	2.93
CO [g/h]	114.16	658.85	636.75	73.46	159.23	20.94	15.73	124.15	38.88	491.99	357.76	204.71
NOx [g/h]	22.21	128.19	123.89	14.29	30.98	4.07	3.06	24.15	7.56	95.72	69.61	39.83
VOC [g/h]	26.46	152.70	147.57	17.03	36.90	4.85	3.65	28.77	9.01	114.02	82.91	47.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.557	2.799	2.552	2.677
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	2.220	1.678	1.655	1.980
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	49.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	180	1031	61	182	870	288	446	884	120	61	757	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	72	0	0	30	0	0	15
Total Hourly Volume [veh/h]	180	1031	46	182	870	216	446	884	90	61	757	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	258	12	46	218	54	112	221	23	15	189	12
Total Analysis Volume [veh/h]	180	1031	46	182	870	216	446	884	90	61	757	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	26	0	13	26	0	25	41	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	23	23	9	23	23	21	38	38	4	21	21
g / C, Green / Cycle	0.10	0.25	0.25	0.10	0.25	0.25	0.23	0.42	0.42	0.04	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.10	0.20	0.20	0.10	0.24	0.13	0.25	0.26	0.26	0.03	0.21	0.21
s, saturation flow rate [veh/h]	1810	3618	1859	1810	3618	1615	1810	1900	1839	1810	1900	1862
c, Capacity [veh/h]	181	920	473	181	920	411	422	803	778	81	445	437
d1, Uniform Delay [s]	40.48	31.14	31.14	40.50	32.94	28.88	34.50	20.24	20.29	42.48	33.53	33.53
k, delay calibration	0.35	0.50	0.50	0.36	0.50	0.50	0.47	0.16	0.17	0.11	0.34	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	54.98	6.27	11.65	58.35	19.04	4.75	58.21	1.17	1.25	12.91	19.11	19.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.77	0.77	1.01	0.95	0.53	1.06	0.61	0.62	0.75	0.91	0.91
d, Delay for Lane Group [s/veh]	95.46	37.41	42.79	98.85	51.98	33.63	92.71	21.41	21.54	55.39	52.64	52.97
Lane Group LOS	F	D	D	F	D	C	F	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.55	7.47	8.39	6.74	11.07	4.30	15.67	7.79	7.63	1.60	10.63	10.46
50th-Percentile Queue Length [ft/ln]	163.71	186.84	209.74	168.49	276.63	107.50	391.75	194.77	190.67	40.09	265.75	261.50
95th-Percentile Queue Length [veh/ln]	10.75	11.96	13.14	11.02	16.52	7.70	22.86	12.37	12.16	2.89	15.98	15.76
95th-Percentile Queue Length [ft/ln]	268.63	298.93	328.50	275.55	413.02	192.51	571.49	309.22	303.89	72.15	399.43	394.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.46	39.07	42.79	98.85	51.98	33.63	92.71	21.47	21.54	55.39	52.80	52.97
Movement LOS	F	D	D	F	D	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	47.28			55.58			43.85			52.99		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	49.48											
Intersection LOS	D											
Intersection V/C	0.800											

Emissions

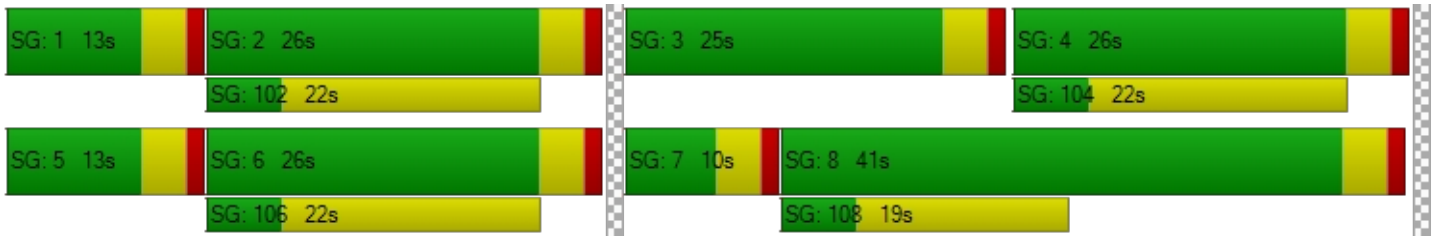
Vehicle Miles Traveled [mph]	12.90	50.96	26.20	52.63	251.60	62.47	41.34	45.72	44.56	7.23	48.09	47.14
Stops [stops/h]	261.94	597.89	335.59	269.59	885.23	171.99	626.80	311.64	305.06	64.14	425.20	418.40
Fuel consumption [US gal/h]	7.20	14.60	8.25	8.82	28.83	5.76	14.70	6.24	6.10	1.45	9.37	9.23
CO [g/h]	502.94	1020.23	576.96	616.28	2015.35	402.46	1027.77	435.88	426.40	101.05	655.29	645.06
NOx [g/h]	97.85	198.50	112.25	119.91	392.11	78.30	199.97	84.81	82.96	19.66	127.50	125.50
VOC [g/h]	116.56	236.45	133.72	142.83	467.08	93.27	238.20	101.02	98.82	23.42	151.87	149.50

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.042	3.299	2.953	2.779
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	822	489
d_b, Bicycle Delay [s]	25.69	25.69	15.61	25.69
l_b,int, Bicycle LOS Score for Intersection	2.259	2.665	2.756	2.285
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	0.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	90	81	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	112	108	108	0	0	0
g / C, Green / Cycle	0.00	0.93	0.90	0.90	0.00	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.08	0.09	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1900	1615
c, Capacity [veh/h]	0	4826	4653	1452	2	2	1
d1, Uniform Delay [s]	0.00	0.30	0.68	0.00	0.00	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.03	0.05	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.08	0.10	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.33	0.72	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A
Critical Lane Group	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.02	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.38	0.49	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.68	0.88	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.33	0.72	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	0.33		0.72		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	A					
Intersection V/C	0.094					

Emissions

Vehicle Miles Traveled [mph]	0.00	62.06	31.31	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	1.37	1.75	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	2.17	1.17	0.00	0.00	0.00	0.00
CO [g/h]	0.00	151.78	81.54	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	29.53	15.86	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	35.18	18.90	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.795	2.795	2.315
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	1283	433
d_b, Bicycle Delay [s]	4.82	7.70	36.82
l_b,int, Bicycle LOS Score for Intersection	1.781	1.827	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	838	800	800	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00
Approach Delay [s/veh]	0.00	0.00		0.00	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	0.00				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	165	10	91	174	91	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	10	91	174	91	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	3	23	44	23	14
Total Analysis Volume [veh/h]	165	10	91	174	91	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.18	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.72	0.00	13.39	8.96
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.21	0.00	0.63	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.15	0.00	15.74	4.69
d_A, Approach Delay [s/veh]	0.00		2.65		11.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.54
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.54
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	122	0	0	0
Total Analysis Volume [veh/h]	0	403	487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.19	0.00	0.00	0.00	0.00	10.54
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.136

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	37	0	7	30	388	0	0	523	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	37	0	7	30	388	0	0	523	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	9	0	2	8	97	0	0	131	11
Total Analysis Volume [veh/h]	0	0	0	37	0	7	30	388	0	0	523	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.14	0.00	0.01	0.03	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	16.54	20.43	9.38	20.26	22.01	12.02	8.65	0.00	0.00	8.05	0.00	0.00
Movement LOS	C	C	A	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.50	0.50	0.50	0.09	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	12.60	12.60	12.60	2.28	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.45			18.95			0.62			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	1.06											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	26	0	21	25	370	0	0	530	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	26	0	21	25	370	0	0	530	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	7	0	5	6	93	0	0	133	12
Total Analysis Volume [veh/h]	0	0	0	26	0	21	25	370	0	0	530	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.03	0.02	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	16.25	19.98	9.33	19.26	20.84	11.35	8.66	0.00	0.00	8.00	0.00	0.00
Movement LOS	C	C	A	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.42	0.42	0.42	0.08	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	10.40	10.40	10.40	1.91	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.19			15.73			0.55			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.94											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	21	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	21	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	21	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.60	8.35	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	21	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	21	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	21	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.35	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.35		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	52	52	0
g / C, Green / Cycle	0.87	0.87	0.87	0.87	0.87	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1440	1900	1900	1440	3618	1615
c, Capacity [veh/h]	1299	1640	1640	1299	3123	5
d1, Uniform Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A		A
d_A, Approach Delay [s/veh]	0.00			0.00		0.00	
Approach LOS	A			A		A	
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						
Intersection V/C	0.000						

Emissions

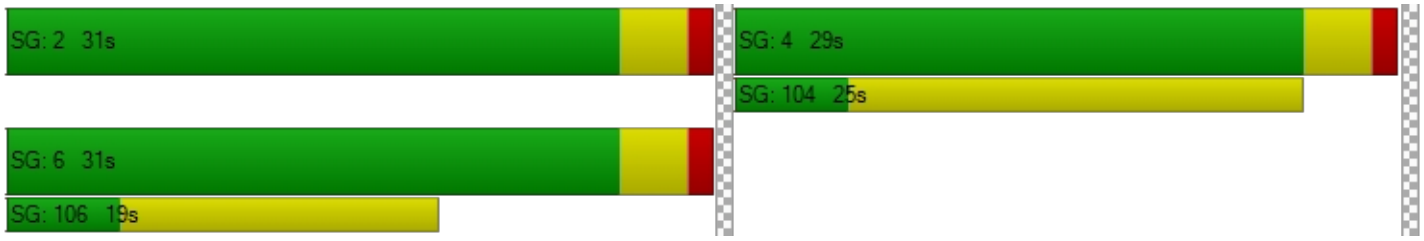
Vehicle Miles Traveled [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	0.00	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00	0.00	0.00	0.00	0.00
CO [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	0.00	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.281	2.281	1.921
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	0.00	0.00	7.20	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		0.00		3.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	47	0	0	0	0	0	0	59	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	47	0	0	0	0	0	0	59	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	12	0	0	0	0	0	0	15	0	0
Total Analysis Volume [veh/h]	0	0	47	0	0	0	0	0	0	59	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.29	0.00	0.00	8.62	0.00	8.30	8.85	9.35	8.63
Movement LOS	A	A	A	A	A	A	A		A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.73	4.73	4.73
d_A, Approach Delay [s/veh]	0.00			2.43			8.46			8.85		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.93											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.20	0.00	0.00	8.50	0.00	8.30	8.50	0.00	8.30
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.40			2.40			8.40			8.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.40											
Intersection LOS												

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

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Harvest Landing

Vistro File: C:\...\Harvest Landing_GP.vistro
Report File: C:\...\GP PM.pdf

Scenario 2 GP PM
2/21/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	NB Left	1.043	131.8	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	SB Left	1.066	207.5	F
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	1.376	238.0	F
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	EB Left	0.881	57.4	E
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.837	57.2	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	WB Left	0.587	16.8	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.542	32.3	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	WB Left	0.772	42.9	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	NB Left	0.596	31.8	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Left	3.305	390.6	F
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	NB Left	1.243	209.6	F
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	NB Right	1.307	69.2	F
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	SB Left	0.683	31.6	C
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	EB Left	0.713	29.0	C
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	WB Right	0.483	16.2	B
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	EB Right	0.557	19.9	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.497	34.1	C
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	WB Left	0.810	51.3	D
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.442	24.9	C
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.511	15.1	C
21	Orange Ave/Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.018	16.1	C
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Right	1.114	54.4	F
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	1.025	45.4	D
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	EB Left	0.557	32.7	C
25	Nuevo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.639	26.1	C
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.799	47.1	D
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	1.351	50.5	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	EB Left	0.658	16.1	B
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.826	41.3	D
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	NB Thru	0.604	16.5	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.386	6.9	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	EB Left	1.042	103.0	F
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.707	47.7	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	NB Left	0.483	27.2	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	WB Left	0.427	31.9	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	NB Left	0.727	39.8	D
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	SB Thru	0.089	0.5	A
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	NB Thru	0.000	0.0	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.176	15.5	C
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition		0.000	0.0	
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	SB Thru	0.005	0.0	A
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.561	39.8	E
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.405	31.1	D
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition		0.000	0.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.113	9.3	A
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition		0.000	0.0	
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	131.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.043

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	457	2194	524	244	1754	83	119	765	267	354	706	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	131	0	0	21	0	0	67	0	0	35
Total Hourly Volume [veh/h]	457	2194	393	244	1754	62	119	765	200	354	706	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	549	98	61	439	16	30	191	50	89	177	26
Total Analysis Volume [veh/h]	457	2194	393	244	1754	62	119	765	200	354	706	105
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	0	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	34	0	12	29	0	17	39	0	15	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	36	36	8	31	31	8	29	29	11	32	32
g / C, Green / Cycle	0.13	0.36	0.36	0.08	0.31	0.31	0.08	0.29	0.29	0.11	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.25	0.42	0.24	0.13	0.33	0.33	0.07	0.26	0.26	0.20	0.22	0.22
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1867	1810	1900	1766	1810	1900	1815
c, Capacity [veh/h]	235	1857	579	145	1117	577	151	553	514	199	604	577
d1, Uniform Delay [s]	43.50	32.06	27.17	46.00	34.56	34.56	44.97	34.09	34.10	44.50	29.75	29.77
k, delay calibration	0.50	0.50	0.50	0.38	0.50	0.50	0.11	0.27	0.27	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	439.44	87.55	6.28	330.02	48.15	59.02	8.84	12.86	13.75	369.88	1.39	1.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.94	1.18	0.68	1.69	1.07	1.07	0.79	0.90	0.90	1.78	0.69	0.69
d, Delay for Lane Group [s/veh]	482.94	119.61	33.44	376.02	82.71	93.58	53.81	46.95	47.85	414.38	31.15	31.23
Lane Group LOS	F	F	C	F	F	F	D	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	34.29	28.80	8.41	16.73	20.10	22.49	3.16	12.92	12.15	25.18	8.38	8.04
50th-Percentile Queue Length [ft/ln]	857.13	720.04	210.17	418.27	502.54	562.22	79.04	322.97	303.68	629.57	209.53	200.90
95th-Percentile Queue Length [veh/ln]	53.91	41.83	13.16	27.10	28.68	31.69	5.69	18.81	17.86	39.89	13.13	12.68
95th-Percentile Queue Length [ft/ln]	1347.75	1045.67	329.05	677.60	716.94	792.27	142.27	470.34	446.58	997.35	328.22	317.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	482.94	119.61	33.44	376.02	86.17	93.58	53.81	47.26	47.85	414.38	31.18	31.23
Movement LOS	F	F	C	F	F	F	D	D	D	F	C	C
d_A, Approach Delay [s/veh]	163.03			120.72			48.09			147.63		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	131.79											
Intersection LOS	F											
Intersection V/C	1.043											

Emissions

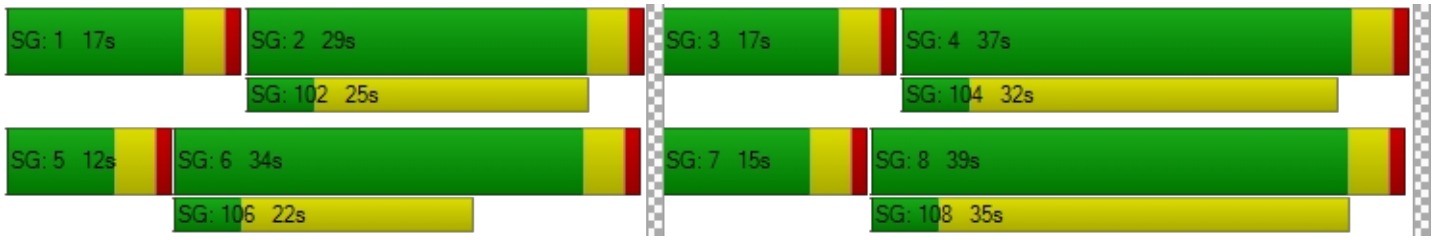
Vehicle Miles Traveled [mph]	228.98	1099.30	196.91	15.20	74.55	38.59	8.31	34.91	32.47	23.28	27.25	26.08
Stops [stops/h]	1234.27	3110.57	302.64	602.31	1447.33	809.60	113.81	465.08	437.30	906.58	301.72	289.29
Fuel consumption [US gal/h]	68.10	129.75	13.19	26.68	40.69	23.18	3.00	11.76	11.08	41.91	7.31	7.01
CO [g/h]	4760.09	9069.60	921.78	1864.70	2844.22	1620.45	209.90	821.69	774.41	2929.84	511.13	490.12
NOx [g/h]	926.14	1764.61	179.34	362.80	553.38	315.28	40.84	159.87	150.67	570.04	99.45	95.36
VOC [g/h]	1103.20	2101.97	213.63	432.16	659.17	375.56	48.65	190.43	179.48	679.02	118.46	113.59

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.933	3.578	3.103	3.156
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	500	700	660
d_b, Bicycle Delay [s]	24.50	28.13	21.13	22.45
l_b,int, Bicycle LOS Score for Intersection	3.306	2.704	2.509	2.550
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	207.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.066

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	195	2599	305	189	2056	54	55	402	197	359	411	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	76	0	0	14	0	0	49	0	0	52
Total Hourly Volume [veh/h]	195	2599	229	189	2056	40	55	402	148	359	411	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	650	57	47	514	10	14	101	37	90	103	39
Total Analysis Volume [veh/h]	195	2599	229	189	2056	40	55	402	148	359	411	156
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	0	29	0	0	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	42	0	12	34	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	41	41	8	34	34	27	27	27	28	28	28
g / C, Green / Cycle	0.12	0.34	0.34	0.07	0.28	0.28	0.23	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.11	0.51	0.53	0.10	0.38	0.38	0.03	0.21	0.09	0.20	0.22	0.10
s, saturation flow rate [veh/h]	1810	3618	1824	1810	3618	1882	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	223	1224	617	121	1019	530	414	434	369	422	443	376
d1, Uniform Delay [s]	51.69	39.70	39.70	56.00	43.10	43.10	36.82	45.28	39.30	44.03	45.03	39.07
k, delay calibration	0.28	0.50	0.50	0.47	0.50	0.50	0.11	0.34	0.11	0.26	0.31	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	22.42	236.06	267.84	289.33	164.82	172.23	0.14	21.26	0.70	11.11	20.30	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	1.52	1.58	1.57	1.35	1.36	0.13	0.93	0.40	0.85	0.93	0.41
d, Delay for Lane Group [s/veh]	74.11	275.77	307.55	345.33	207.92	215.33	36.96	66.53	40.00	55.13	65.34	39.80
Lane Group LOS	E	F	F	F	F	F	D	E	D	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.00	57.21	63.15	13.26	37.77	40.38	1.29	13.97	3.72	11.26	14.16	3.92
50th-Percentile Queue Length [ft/ln]	174.97	1430.37	1578.82	331.40	944.20	1009.44	32.15	349.37	92.95	281.44	353.91	97.88
95th-Percentile Queue Length [veh/ln]	11.34	87.01	96.64	21.71	56.34	59.95	2.31	20.11	6.69	16.76	20.33	7.05
95th-Percentile Queue Length [ft/ln]	283.44	2175.21	2415.93	542.79	1408.42	1498.76	57.86	502.64	167.31	419.00	508.17	176.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.11	284.87	307.55	345.33	210.36	215.33	36.96	66.53	40.00	55.13	65.34	39.80
Movement LOS	E	F	F	F	F	F	D	E	D	E	E	D
d_A, Approach Delay [s/veh]	273.00			221.61			57.36			57.08		
Approach LOS	F			F			E			E		
d_I, Intersection Delay [s/veh]	207.52											
Intersection LOS	F											
Intersection V/C	1.066											

Emissions

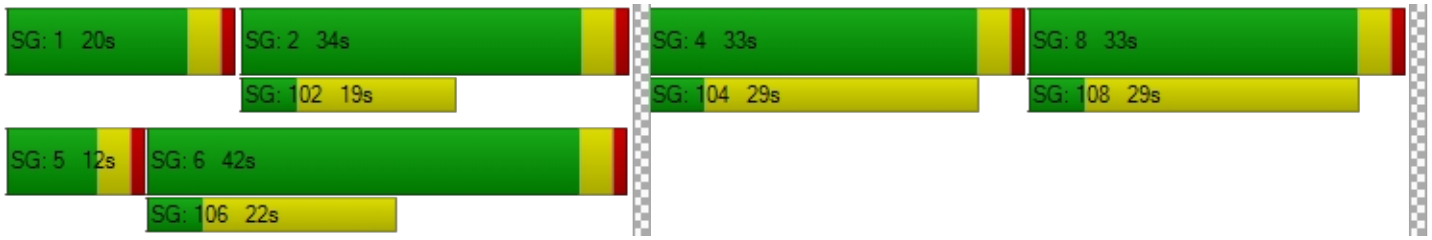
Vehicle Miles Traveled [mph]	320.80	3050.38	1602.09	94.70	690.13	360.06	4.59	33.58	12.36	42.69	48.87	18.55
Stops [stops/h]	209.96	3432.90	1894.58	397.68	2266.08	1211.33	38.58	419.25	111.54	337.73	424.69	117.46
Fuel consumption [US gal/h]	16.55	251.27	139.41	21.47	110.10	58.89	0.96	10.76	2.74	8.87	11.39	3.08
CO [g/h]	1156.67	17564.0	9744.52	1500.73	7695.86	4116.14	66.91	752.39	191.75	620.31	795.92	215.40
NOx [g/h]	225.05	3417.33	1895.93	291.99	1497.34	800.85	13.02	146.39	37.31	120.69	154.86	41.91
VOC [g/h]	268.07	4070.64	2258.39	347.81	1783.59	953.95	15.51	174.37	44.44	143.76	184.46	49.92

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.910	3.707	2.643	2.876
Crosswalk LOS	D	D	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	500	483	483
d_b, Bicycle Delay [s]	28.02	33.75	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.264	2.824	2.639	3.173
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	238.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.376

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	51	2190	103	218	2379	398	349	532	86	1194	459	1504
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	26	0	0	100	0	0	22	0	0	376
Total Hourly Volume [veh/h]	51	2190	77	218	2379	298	349	532	64	1194	459	1128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	548	19	55	595	75	87	133	16	299	115	282
Total Analysis Volume [veh/h]	51	2190	77	218	2379	298	349	532	64	1194	459	1128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	40	0	9	37	0	18	40	0	31	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	36	36	5	37	37	14	36	36	27	49	49
g / C, Green / Cycle	0.03	0.30	0.30	0.04	0.31	0.31	0.12	0.30	0.30	0.23	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.01	0.42	0.05	0.06	0.46	0.18	0.19	0.15	0.04	0.34	0.09	0.70
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	123	1553	485	146	1587	495	211	1085	485	791	2113	659
d1, Uniform Delay [s]	56.69	42.00	30.87	57.50	41.60	35.38	53.00	34.47	30.61	46.50	23.05	35.50
k, delay calibration	0.11	0.50	0.50	0.13	0.50	0.50	0.50	0.11	0.11	0.27	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.21	188.61	0.70	229.53	228.02	5.34	314.11	0.34	0.12	233.10	0.05	326.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	1.41	0.16	1.49	1.50	0.60	1.65	0.49	0.13	1.51	0.22	1.71
d, Delay for Lane Group [s/veh]	58.90	230.61	31.57	287.03	269.62	40.71	367.11	34.81	30.74	279.60	23.10	361.66
Lane Group LOS	E	F	C	F	F	D	F	C	C	F	C	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.78	41.73	1.69	6.84	48.40	7.87	24.61	6.22	1.33	36.96	2.72	77.76
50th-Percentile Queue Length [ft/ln]	19.46	1043.30	42.32	170.89	1210.00	196.78	615.13	155.42	33.35	923.92	68.06	1943.90
95th-Percentile Queue Length [veh/ln]	1.40	62.94	3.05	12.13	73.80	12.47	38.71	10.31	2.40	56.69	4.90	121.87
95th-Percentile Queue Length [ft/ln]	35.02	1573.46	76.17	303.32	1844.96	311.81	967.65	257.65	60.02	1417.17	122.52	3046.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.90	230.61	31.57	287.03	269.62	40.71	367.11	34.81	30.74	279.60	23.10	361.66
Movement LOS	E	F	C	F	F	D	F	C	C	F	C	F
d_A, Approach Delay [s/veh]	220.22			247.37			157.26			270.55		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	238.01											
Intersection LOS	F											
Intersection V/C	1.376											

Emissions

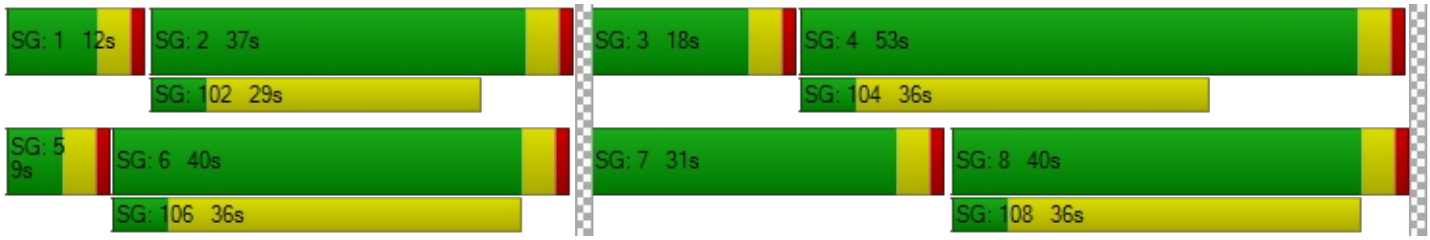
Vehicle Miles Traveled [mph]	19.03	816.96	28.72	358.64	3913.81	490.25	52.21	79.59	9.57	145.04	55.76	137.02
Stops [stops/h]	46.70	3755.87	50.78	410.14	4356.01	236.14	738.16	373.01	40.01	2217.40	245.03	2332.68
Fuel consumption [US gal/h]	1.84	177.46	2.11	30.12	318.82	22.21	37.03	11.13	1.23	100.46	7.12	116.70
CO [g/h]	128.89	12404.1	147.54	2105.63	22285.4	1552.45	2588.73	778.31	85.70	7022.35	497.36	8157.38
NOx [g/h]	25.08	2413.40	28.71	409.68	4335.94	302.05	503.67	151.43	16.67	1366.29	96.77	1587.13
VOC [g/h]	29.87	2874.79	34.19	488.00	5164.87	359.79	599.96	180.38	19.86	1627.50	115.27	1890.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.877	4.150	3.032	4.051
Crosswalk LOS	D	D	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	600	817
d_b, Bicycle Delay [s]	29.40	31.54	29.40	21.00
l_b,int, Bicycle LOS Score for Intersection	2.849	3.207	2.357	3.296
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	57.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.881

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	75	1989	19	12	2435	150	325	91	514	24	506	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	38	0	0	129	0	0	12
Total Hourly Volume [veh/h]	75	1989	14	12	2435	112	325	91	385	24	506	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	497	4	3	609	28	81	23	96	6	127	9
Total Analysis Volume [veh/h]	75	1989	14	12	2435	112	325	91	385	24	506	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	54	0	9	54	0	24	48	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	62	62	2	59	59	20	37	37	3	20	20
g / C, Green / Cycle	0.04	0.52	0.52	0.01	0.49	0.49	0.17	0.31	0.31	0.02	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.04	0.55	0.01	0.01	0.46	0.47	0.18	0.05	0.24	0.01	0.14	0.14
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1858	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	75	1880	839	26	1780	914	302	588	500	42	316	309
d1, Uniform Delay [s]	57.49	28.82	13.97	58.70	28.83	29.15	50.00	30.03	37.55	58.01	48.73	48.76
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.18	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	46.88	38.12	0.04	12.66	11.33	20.37	73.21	0.12	4.20	11.60	9.74	10.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	1.06	0.02	0.47	0.94	0.95	1.08	0.15	0.77	0.57	0.87	0.87
d, Delay for Lane Group [s/veh]	104.37	66.94	14.00	71.37	40.16	49.52	123.21	30.15	41.75	69.62	58.47	59.04
Lane Group LOS	F	F	B	E	D	D	F	C	D	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.20	34.28	0.18	0.44	23.64	27.10	15.06	1.92	10.65	0.85	8.75	8.63
50th-Percentile Queue Length [ft/ln]	80.06	856.91	4.60	11.11	591.12	677.43	376.50	48.05	266.13	21.30	218.66	215.68
95th-Percentile Queue Length [veh/ln]	5.76	45.93	0.33	0.80	31.62	35.63	22.23	3.46	16.00	1.53	13.60	13.44
95th-Percentile Queue Length [ft/ln]	144.11	1148.16	8.28	19.99	790.48	890.86	555.87	86.50	399.91	38.33	339.92	336.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	104.37	66.94	14.00	71.37	43.08	49.52	123.21	30.15	41.75	69.62	58.73	59.04
Movement LOS	F	F	B	E	D	D	F	C	D	E	E	E
d_A, Approach Delay [s/veh]	67.94			43.49			73.48			59.21		
Approach LOS	E			D			E			E		
d_I, Intersection Delay [s/veh]	57.44											
Intersection LOS	E											
Intersection V/C	0.881											

Emissions

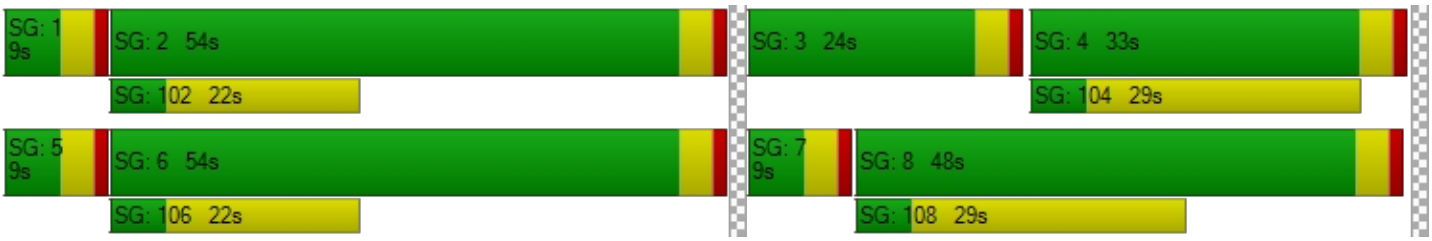
Vehicle Miles Traveled [mph]	37.76	1001.32	7.05	4.48	625.05	325.09	17.90	5.01	21.20	1.60	18.19	17.84
Stops [stops/h]	96.07	2056.58	5.52	13.33	1418.68	812.92	451.80	57.66	319.36	25.56	262.39	258.82
Fuel consumption [US gal/h]	4.08	86.99	0.35	0.49	52.76	30.03	12.23	1.18	6.48	0.59	5.92	5.85
CO [g/h]	285.29	6080.34	24.48	34.49	3687.66	2099.30	854.70	82.70	452.99	41.45	413.93	408.95
NOx [g/h]	55.51	1183.01	4.76	6.71	717.48	408.45	166.29	16.09	88.14	8.06	80.54	79.57
VOC [g/h]	66.12	1409.18	5.67	7.99	854.65	486.53	198.08	19.17	104.99	9.61	95.93	94.78

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.673	3.699	2.876	2.491
Crosswalk LOS	D	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	833	733	483
d_b, Bicycle Delay [s]	20.42	20.42	24.07	34.50
l_b,int, Bicycle LOS Score for Intersection	3.278	2.988	2.327	2.036
Bicycle LOS	C	C	B	B

Sequence

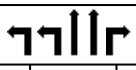
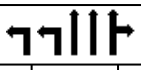
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	57.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.837

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	183	1324	184	492	1351	610	764	1392	184	187	955	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	46	0	0	153	0	0	46	0	0	32
Total Hourly Volume [veh/h]	183	1324	138	492	1351	457	764	1392	138	187	955	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	331	35	123	338	114	191	348	35	47	239	24
Total Analysis Volume [veh/h]	183	1324	138	492	1351	457	764	1392	138	187	955	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	38	0	6	39	0	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	39	0	19	47	0	26	50	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	41	41	15	49	49	22	40	40	8	26	26
g / C, Green / Cycle	0.06	0.34	0.34	0.13	0.40	0.40	0.18	0.34	0.34	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.26	0.09	0.14	0.37	0.28	0.22	0.27	0.09	0.05	0.19	0.19
s, saturation flow rate [veh/h]	3514	5176	1615	3514	3618	1615	3514	5176	1615	3514	3618	1812
c, Capacity [veh/h]	205	1747	545	439	1463	653	644	1746	545	234	798	400
d1, Uniform Delay [s]	56.13	35.37	28.78	52.50	33.98	29.70	49.00	36.04	28.80	55.20	45.19	45.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.53	3.13	1.11	61.31	11.23	6.15	88.44	0.87	0.24	6.15	3.29	13.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.76	0.25	1.12	0.92	0.70	1.19	0.80	0.25	0.80	0.88	0.88
d, Delay for Lane Group [s/veh]	68.66	38.51	29.90	113.81	45.22	35.85	137.44	36.90	29.05	61.35	48.48	58.44
Lane Group LOS	E	D	C	F	D	D	F	D	C	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.04	11.47	2.96	10.17	19.82	11.48	17.06	11.62	2.77	2.88	9.92	11.05
50th-Percentile Queue Length [ft/ln]	76.07	286.82	73.98	254.16	495.55	287.12	426.62	290.54	69.15	71.89	247.88	276.20
95th-Percentile Queue Length [veh/ln]	5.48	17.03	5.33	16.13	27.12	17.04	25.88	17.21	4.98	5.18	15.08	16.50
95th-Percentile Queue Length [ft/ln]	136.92	425.70	133.16	403.34	678.09	426.06	647.11	430.31	124.48	129.39	376.98	412.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.66	38.51	29.90	113.81	45.22	35.85	137.44	36.90	29.05	61.35	51.13	58.44
Movement LOS	E	D	C	F	D	D	F	D	C	E	D	E
d_A, Approach Delay [s/veh]	41.14			58.03			69.91			53.25		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	57.17											
Intersection LOS	E											
Intersection V/C	0.837											

Emissions

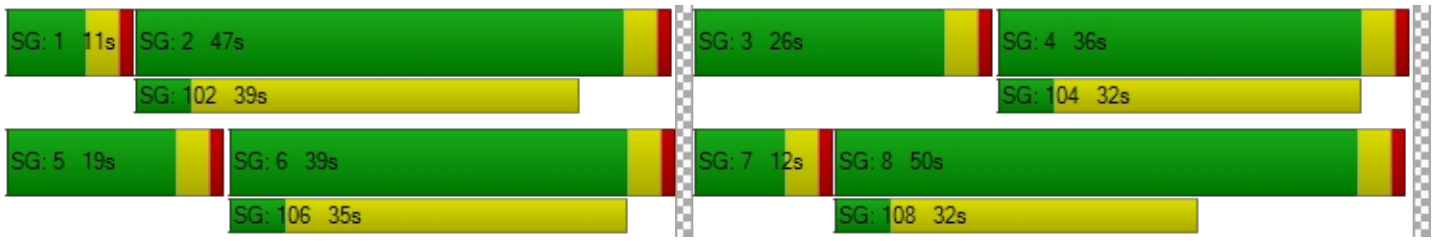
Vehicle Miles Traveled [mph]	90.92	657.78	68.56	247.69	680.13	230.07	190.94	347.89	34.49	20.31	76.10	38.15
Stops [stops/h]	182.56	1032.56	88.77	609.98	1189.31	344.54	1023.89	1045.95	82.99	172.53	594.91	331.44
Fuel consumption [US gal/h]	7.94	45.76	4.29	27.47	50.53	15.50	46.77	41.52	3.51	6.22	20.51	11.61
CO [g/h]	555.21	3198.59	300.11	1919.94	3532.12	1083.70	3269.18	2902.12	245.40	434.67	1433.56	811.52
NOx [g/h]	108.02	622.33	58.39	373.55	687.22	210.85	636.06	564.65	47.75	84.57	278.92	157.89
VOC [g/h]	128.67	741.30	69.55	444.97	818.60	251.16	757.66	672.59	56.87	100.74	332.24	188.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.484	3.812	3.742	3.532
Crosswalk LOS	C	D	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	717	767	533
d_b, Bicycle Delay [s]	30.10	24.70	22.82	32.27
l_b,int, Bicycle LOS Score for Intersection	2.490	3.583	2.847	2.259
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	82	1499	21	24	1680	55	109	28	50	45	33	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	14	0	0	13	0	0	7
Total Hourly Volume [veh/h]	82	1499	16	24	1680	41	109	28	37	45	33	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	375	4	6	420	10	27	7	9	11	8	5
Total Analysis Volume [veh/h]	82	1499	16	24	1680	41	109	28	37	45	33	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	26	0	11	26	0	5	32	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	33	0	10	30	0	41	37	0	40	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	84	84	3	80	80	9	14	14	4	8	8
g / C, Green / Cycle	0.06	0.70	0.70	0.02	0.66	0.66	0.08	0.11	0.11	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.05	0.28	0.28	0.01	0.46	0.03	0.06	0.01	0.02	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1890	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	104	2522	1317	42	2397	1070	138	409	182	61	134	114
d1, Uniform Delay [s]	55.82	7.59	7.59	58.04	12.76	7.01	54.49	47.58	48.32	57.47	52.77	52.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.22	0.46	0.89	11.90	1.74	0.07	9.66	0.07	0.54	16.14	0.95	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.39	0.39	0.58	0.70	0.04	0.79	0.07	0.20	0.74	0.25	0.18
d, Delay for Lane Group [s/veh]	68.03	8.06	8.48	69.93	14.49	7.08	64.15	47.65	48.86	73.61	53.73	53.32
Lane Group LOS	E	A	A	E	B	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.75	4.63	4.99	0.86	13.66	0.37	3.58	0.38	1.03	1.62	0.97	0.62
50th-Percentile Queue Length [ft/ln]	68.64	115.73	124.79	21.49	341.49	9.27	89.55	9.43	25.74	40.40	24.30	15.45
95th-Percentile Queue Length [veh/ln]	4.94	8.16	8.66	1.55	19.72	0.67	6.45	0.68	1.85	2.91	1.75	1.11
95th-Percentile Queue Length [ft/ln]	123.56	203.95	216.39	38.69	493.02	16.69	161.19	16.98	46.33	72.72	43.74	27.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.03	8.20	8.48	69.93	14.49	7.08	64.15	47.65	48.86	73.61	53.73	53.32
Movement LOS	E	A	A	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	11.28			15.08			58.24			62.68		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	16.78											
Intersection LOS	B											
Intersection V/C	0.587											

Emissions

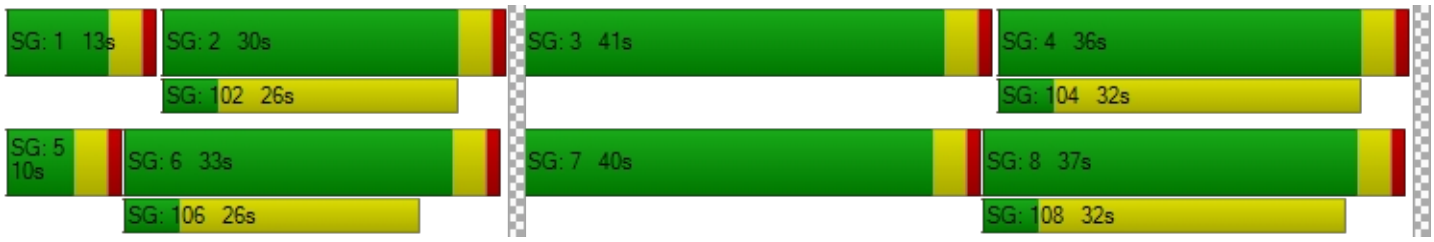
Vehicle Miles Traveled [mph]	16.10	195.40	102.08	11.92	834.64	20.37	54.67	14.04	18.56	12.07	8.85	5.63
Stops [stops/h]	82.37	277.76	149.75	25.79	819.57	11.12	107.46	22.64	30.89	48.48	29.16	18.54
Fuel consumption [US gal/h]	2.71	11.78	6.26	0.97	43.84	0.96	4.31	0.98	1.31	1.50	0.92	0.58
CO [g/h]	189.51	823.66	437.45	68.14	3064.60	67.04	301.59	68.29	91.39	104.75	64.12	40.67
NOx [g/h]	36.87	160.25	85.11	13.26	596.26	13.04	58.68	13.29	17.78	20.38	12.48	7.91
VOC [g/h]	43.92	190.89	101.38	15.79	710.25	15.54	69.90	15.83	21.18	24.28	14.86	9.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.322	3.102	2.554	2.512
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	433	550	533
d_b, Bicycle Delay [s]	34.50	36.82	31.54	32.27
l_b,int, Bicycle LOS Score for Intersection	2.441	3.011	1.714	1.735
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	131	675	26	83	578	199	224	543	107	100	641	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	7	0	0	50	0	0	27	0	0	42
Total Hourly Volume [veh/h]	131	675	19	83	578	149	224	543	80	100	641	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	169	5	21	145	37	56	136	20	25	160	32
Total Analysis Volume [veh/h]	131	675	19	83	578	149	224	543	80	100	641	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	28	0	11	26	0	18	37	0	14	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	34	34	5	32	32	13	28	28	6	21	21
g / C, Green / Cycle	0.09	0.38	0.38	0.06	0.35	0.35	0.14	0.31	0.31	0.07	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.07	0.13	0.13	0.05	0.14	0.14	0.12	0.17	0.17	0.06	0.21	0.21
s, saturation flow rate [veh/h]	1810	3618	1874	1810	3618	1710	1810	1900	1816	1810	1900	1793
c, Capacity [veh/h]	163	1375	712	108	1265	598	260	591	564	130	454	429
d1, Uniform Delay [s]	40.16	19.79	19.80	41.71	22.03	22.10	37.67	25.67	25.68	41.05	32.89	32.89
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.26	0.11	0.11	0.11	0.17	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.06	0.65	1.26	10.93	0.90	1.96	17.68	0.77	0.80	9.25	7.99	8.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.33	0.33	0.77	0.39	0.40	0.86	0.54	0.54	0.77	0.87	0.87
d, Delay for Lane Group [s/veh]	54.22	20.44	21.06	52.65	22.92	24.05	55.35	26.44	26.48	50.29	40.88	41.36
Lane Group LOS	D	C	C	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.38	3.30	3.55	2.08	3.82	3.87	5.84	5.35	5.13	2.41	8.71	8.28
50th-Percentile Queue Length [ft/ln]	84.45	82.45	88.66	52.07	95.50	96.71	145.97	133.81	128.14	60.34	217.73	207.02
95th-Percentile Queue Length [veh/ln]	6.08	5.94	6.38	3.75	6.88	6.96	9.80	9.15	8.84	4.34	13.55	13.00
95th-Percentile Queue Length [ft/ln]	152.01	148.42	159.58	93.72	171.91	174.08	245.04	228.67	220.96	108.62	338.73	325.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.22	20.64	21.06	52.65	23.10	24.05	55.35	26.46	26.48	50.29	41.06	41.36
Movement LOS	D	C	C	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	25.98			26.30			34.10			42.17		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.30											
Intersection LOS	C											
Intersection V/C	0.542											

Emissions

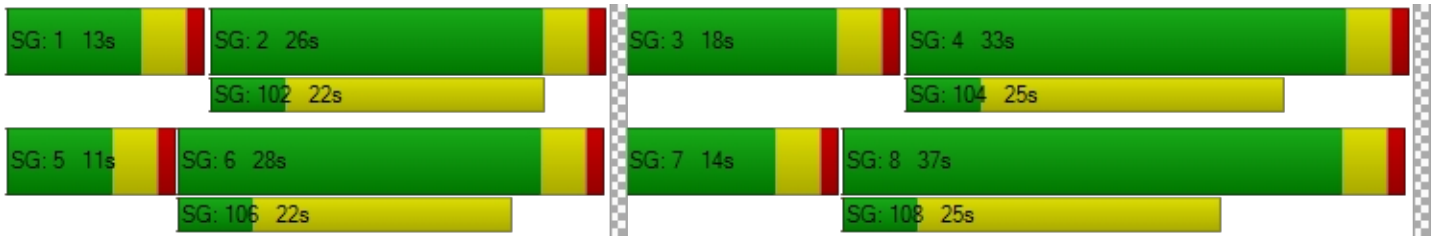
Vehicle Miles Traveled [mph]	19.82	69.12	35.89	9.54	56.40	27.20	135.33	192.39	184.00	18.58	73.29	69.21
Stops [stops/h]	135.12	263.85	141.85	83.31	305.62	154.73	233.55	214.10	205.02	96.55	348.37	331.24
Fuel consumption [US gal/h]	3.48	6.97	3.70	2.05	7.31	3.65	10.07	10.97	10.50	2.86	10.13	9.63
CO [g/h]	243.44	487.08	258.32	143.25	511.02	255.28	703.59	766.81	733.78	199.97	707.76	672.83
NOx [g/h]	47.37	94.77	50.26	27.87	99.43	49.67	136.89	149.19	142.77	38.91	137.70	130.91
VOC [g/h]	56.42	112.89	59.87	33.20	118.43	59.16	163.06	177.72	170.06	46.34	164.03	155.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.906	3.024	2.879	2.818
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	489	733	644
d_b, Bicycle Delay [s]	24.20	25.69	18.05	20.67
l_b,int, Bicycle LOS Score for Intersection	2.017	2.033	2.281	2.310
Bicycle LOS	B	B	B	B

Sequence

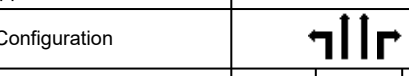
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	42.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	45	585	145	95	475	44	152	740	93	195	620	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	36	0	0	11	0	0	23	0	0	73
Total Hourly Volume [veh/h]	45	585	109	95	475	33	152	740	70	195	620	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	146	27	24	119	8	38	185	18	49	155	54
Total Analysis Volume [veh/h]	45	585	109	95	475	33	152	740	70	195	620	217
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	19	0	18	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	27	0	15	33	0	34	51	0	17	34	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	29	29	7	33	33	11	45	45	13	46	46
g / C, Green / Cycle	0.03	0.26	0.26	0.07	0.30	0.30	0.10	0.41	0.41	0.12	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.07	0.05	0.25	0.02	0.08	0.39	0.04	0.11	0.23	0.23
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	1900	1615	1810	1900	1734
c, Capacity [veh/h]	62	955	427	121	564	479	187	770	655	214	798	728
d1, Uniform Delay [s]	52.62	35.53	31.94	50.55	36.26	27.76	48.25	31.85	20.33	47.93	24.04	24.04
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.40	0.11	0.18	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.03	2.93	1.44	10.62	14.20	0.28	8.13	20.98	0.07	20.68	0.60	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.61	0.26	0.79	0.84	0.07	0.81	0.96	0.11	0.91	0.55	0.55
d, Delay for Lane Group [s/veh]	67.65	38.45	33.38	61.16	50.47	28.04	56.38	52.83	20.40	68.62	24.64	24.70
Lane Group LOS	E	D	C	E	D	C	E	D	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.48	7.15	2.43	2.90	13.86	0.66	4.38	22.19	1.08	6.34	8.17	7.47
50th-Percentile Queue Length [ft/ln]	36.91	178.66	60.87	72.61	346.53	16.40	109.52	554.70	27.04	158.45	204.17	186.68
95th-Percentile Queue Length [veh/ln]	2.66	11.53	4.38	5.23	19.97	1.18	7.81	29.91	1.95	10.47	12.85	11.95
95th-Percentile Queue Length [ft/ln]	66.44	288.26	109.57	130.69	499.18	29.52	195.34	747.83	48.67	261.67	321.34	298.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.65	38.45	33.38	61.16	50.47	28.04	56.38	52.83	20.40	68.62	24.65	24.70
Movement LOS	E	D	C	E	D	C	E	D	C	E	C	C
d_A, Approach Delay [s/veh]	39.48			50.92			51.03			32.97		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	42.87											
Intersection LOS	D											
Intersection V/C	0.772											

Emissions

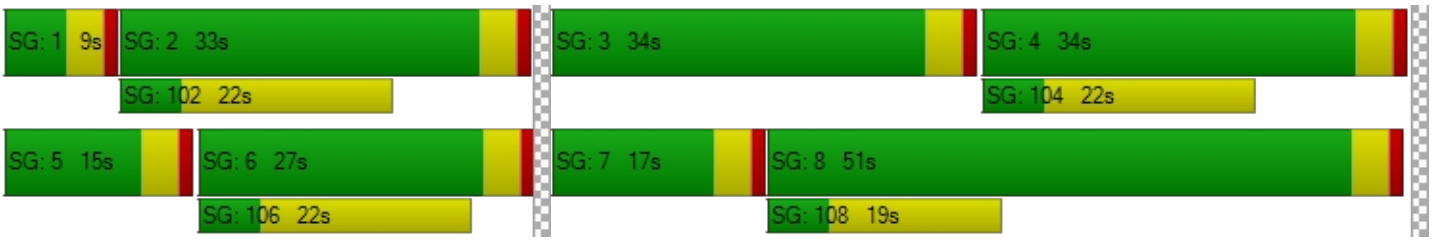
Vehicle Miles Traveled [mph]	19.78	257.13	47.91	7.48	37.40	2.60	10.05	48.95	4.63	28.41	63.76	58.20
Stops [stops/h]	48.32	467.76	79.68	95.05	453.64	21.47	143.38	726.16	35.39	207.43	267.28	244.39
Fuel consumption [US gal/h]	1.74	17.90	3.17	2.18	9.71	0.45	3.87	18.66	0.89	6.28	7.70	7.04
CO [g/h]	121.40	1250.95	221.29	152.54	679.07	31.37	270.58	1304.38	62.16	438.66	538.41	492.17
NOx [g/h]	23.62	243.39	43.06	29.68	132.12	6.10	52.65	253.79	12.09	85.35	104.76	95.76
VOC [g/h]	28.14	289.92	51.29	35.35	157.38	7.27	62.71	302.30	14.41	101.66	124.78	114.07

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.807	2.700	2.839	3.025
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	418	527	855	545
d_b, Bicycle Delay [s]	34.40	29.82	18.04	29.09
l_b,int, Bicycle LOS Score for Intersection	2.199	2.573	3.185	2.471
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	31.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	52	1236	281	236	1448	166	43	234	154	281	269	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	70	0	0	42	0	0	39	0	0	70
Total Hourly Volume [veh/h]	52	1236	211	236	1448	124	43	234	115	281	269	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	309	53	59	362	31	11	59	29	70	67	53
Total Analysis Volume [veh/h]	52	1236	211	236	1448	124	43	234	115	281	269	210
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	6	32	0	9	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	23	43	0	28	36	0	31	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	55	55	17	68	68	4	11	11	21	28	28
g / C, Green / Cycle	0.04	0.46	0.46	0.15	0.56	0.56	0.03	0.09	0.09	0.17	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.03	0.24	0.13	0.13	0.28	0.08	0.02	0.06	0.07	0.16	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	67	2360	736	263	2920	911	60	337	150	311	840	375
d1, Uniform Delay [s]	57.26	23.34	20.43	50.37	15.82	12.34	57.47	52.75	53.13	48.69	38.22	40.66
k, delay calibration	0.11	0.50	0.50	0.30	0.50	0.50	0.11	0.11	0.11	0.22	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.69	0.84	0.98	23.53	0.60	0.31	14.90	2.57	7.81	16.97	0.22	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.52	0.29	0.90	0.50	0.14	0.72	0.69	0.76	0.90	0.32	0.56
d, Delay for Lane Group [s/veh]	73.95	24.17	21.41	73.90	16.43	12.66	72.36	55.33	60.94	65.66	38.43	41.97
Lane Group LOS	E	C	C	E	B	B	E	E	E	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.84	8.06	3.73	8.48	7.50	1.55	1.51	3.46	3.63	9.46	3.23	5.45
50th-Percentile Queue Length [ft/ln]	46.00	201.51	93.32	212.09	187.45	38.72	37.78	86.44	90.74	236.58	80.64	136.32
95th-Percentile Queue Length [veh/ln]	3.31	12.72	6.72	13.26	11.99	2.79	2.72	6.22	6.53	14.51	5.81	9.28
95th-Percentile Queue Length [ft/ln]	82.80	317.92	167.98	331.51	299.72	69.69	68.00	155.59	163.33	362.70	145.15	232.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.95	24.17	21.41	73.90	16.43	12.66	72.36	55.33	60.94	65.66	38.43	41.97
Movement LOS	E	C	C	E	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	25.51			23.67			58.84			49.48		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	31.78											
Intersection LOS	C											
Intersection V/C	0.596											

Emissions

Vehicle Miles Traveled [mph]	21.58	513.01	87.58	70.49	432.48	37.04	3.04	16.55	8.13	51.72	49.51	38.65
Stops [stops/h]	55.20	725.45	111.98	254.51	674.82	46.46	45.33	207.46	108.89	283.89	193.54	163.59
Fuel consumption [US gal/h]	2.21	32.68	5.31	9.13	28.06	2.17	1.30	5.78	3.06	9.06	6.21	5.15
CO [g/h]	154.38	2284.65	371.43	638.13	1961.10	151.44	90.94	404.10	213.80	633.07	433.88	360.15
NOx [g/h]	30.04	444.51	72.27	124.16	381.56	29.46	17.69	78.62	41.60	123.17	84.42	70.07
VOC [g/h]	35.78	529.49	86.08	147.89	454.50	35.10	21.08	93.65	49.55	146.72	100.56	83.47

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.471	3.424	2.747	2.953
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	650	533	583
d_b, Bicycle Delay [s]	36.82	27.34	32.27	30.10
l_b,int, Bicycle LOS Score for Intersection	2.423	2.577	1.915	2.244
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	390.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.305

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	77	201	967	1872	373	131	93	316	167	566	286	414
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	201	967	1872	373	131	93	316	167	566	286	414
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	50	242	468	93	33	23	79	42	142	72	104
Total Analysis Volume [veh/h]	77	201	967	1872	373	131	93	316	167	566	286	414
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	731	769	967	1872	595	595	639	517	539	539	575	584	613	613	660
Degree of Utilization, x	0.11	0.26	1.17	3.31	0.31	0.31	0.20	0.18	0.29	0.29	0.29	0.97	0.23	0.23	0.63

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.35	1.05	29.69	167.3	1.34	1.34	0.76	0.65	1.21	1.21	1.20	13.50	0.90	0.90	4.43
95th-Percentile Queue Length [ft]	8.79	26.19	742.30	4184.	33.40	33.40	19.10	16.25	30.30	30.30	30.05	337.6	22.48	22.48	110.7
Approach Delay [s/veh]	84.46			833.86				11.79				32.18			
Approach LOS	F			F				B				D			
Intersection Delay [s/veh]	390.62														
Intersection LOS	F														

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	209.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.243

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	281	1291	83	98	1587	361	941	361	1328	58	331	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	21	0	0	90	0	0	332	0	0	13
Total Hourly Volume [veh/h]	281	1291	62	98	1587	271	941	361	996	58	331	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	323	16	25	397	68	235	90	249	15	83	10
Total Analysis Volume [veh/h]	281	1291	62	98	1587	271	941	361	996	58	331	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	11	35	0	40	60	0	10	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	35	35	7	31	31	36	57	57	5	26	26
g / C, Green / Cycle	0.09	0.29	0.29	0.06	0.26	0.26	0.30	0.47	0.47	0.04	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.16	0.25	0.04	0.05	0.44	0.17	0.52	0.10	0.62	0.03	0.06	0.02
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	166	1516	473	106	939	419	543	1714	765	75	1115	348
d1, Uniform Delay [s]	54.50	39.96	31.19	56.25	44.42	39.52	42.00	18.46	31.58	56.93	39.46	37.88
k, delay calibration	0.50	0.50	0.50	0.28	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	336.89	6.22	0.57	49.31	314.96	7.49	337.70	0.06	145.33	15.05	0.15	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.69	0.85	0.13	0.93	1.69	0.65	1.73	0.21	1.30	0.77	0.30	0.12
d, Delay for Lane Group [s/veh]	391.39	46.18	31.76	105.56	359.38	47.01	379.70	18.52	176.91	71.98	39.61	38.02
Lane Group LOS	F	D	C	F	F	D	F	B	F	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	20.40	12.35	1.37	4.33	54.49	7.75	66.43	2.86	51.50	2.03	2.70	0.95
50th-Percentile Queue Length [ft/ln]	510.01	308.81	34.15	108.22	1362.28	193.85	1660.74	71.46	1287.56	50.74	67.56	23.73
95th-Percentile Queue Length [veh/ln]	32.51	18.12	2.46	7.74	84.24	12.32	103.00	5.14	75.60	3.65	4.86	1.71
95th-Percentile Queue Length [ft/ln]	812.72	452.91	61.47	193.52	2105.96	308.01	2575.12	128.62	1890.07	91.33	121.62	42.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	391.39	46.18	31.76	105.56	359.38	47.01	379.70	18.52	176.91	71.98	39.61	38.02
Movement LOS	F	D	C	F	F	D	F	B	F	E	D	D
d_A, Approach Delay [s/veh]	105.00			303.38			235.07			43.84		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	209.59											
Intersection LOS	F											
Intersection V/C	1.243											

Emissions

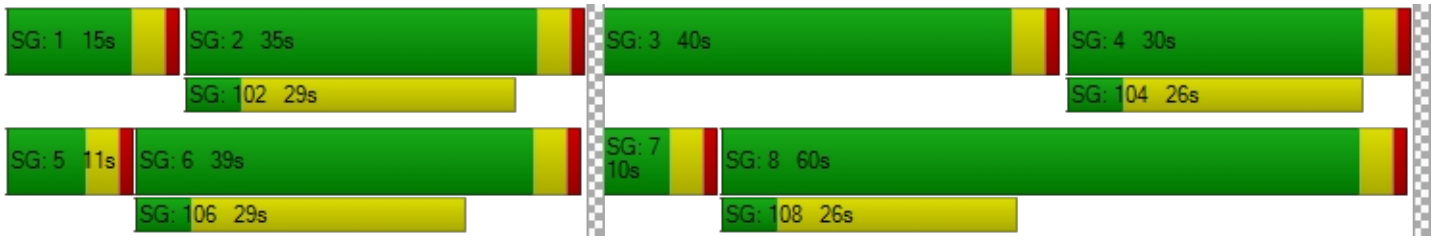
Vehicle Miles Traveled [mph]	18.31	84.10	4.04	7.76	125.70	21.46	102.54	39.34	108.53	29.22	166.77	20.15
Stops [stops/h]	612.01	1111.71	40.98	129.86	3269.48	232.62	1992.89	171.50	1545.07	60.89	243.23	28.47
Fuel consumption [US gal/h]	30.61	28.84	1.05	3.99	161.00	6.22	95.94	4.45	54.92	2.49	11.03	1.31
CO [g/h]	2139.83	2015.77	73.31	278.60	11253.6	434.80	6706.46	311.37	3838.56	174.36	771.08	91.65
NOx [g/h]	416.33	392.20	14.26	54.21	2189.55	84.60	1304.83	60.58	746.85	33.92	150.02	17.83
VOC [g/h]	495.93	467.17	16.99	64.57	2608.14	100.77	1554.29	72.16	889.62	40.41	178.71	21.24

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.617	3.642	3.751	2.919
Crosswalk LOS	D	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	517	933	433
d_b, Bicycle Delay [s]	30.10	33.00	17.07	36.82
l_b,int, Bicycle LOS Score for Intersection	2.470	3.248	3.729	1.803
Bicycle LOS	B	C	D	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	69.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.307

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	70	25	503	19	20	24	13	1017	61	87	1060	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	25	503	19	20	24	13	1017	61	87	1060	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	6	126	5	5	6	3	254	15	22	265	4
Total Analysis Volume [veh/h]	70	25	503	19	20	24	13	1017	61	87	1060	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	598	405	398	422	422	427	400	423	423	425
Degree of Utilization, x	1.31	0.16	0.03	0.85	0.85	0.84	0.22	0.85	0.85	0.84

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	26.15	0.55	0.10	8.37	8.37	8.13	0.82	8.23	8.23	8.17
95th-Percentile Queue Length [ft]	653.66	13.66	2.52	209.2	209.2	203.2	20.40	205.7	205.7	204.2
Approach Delay [s/veh]	177.01	13.53	43.28				40.97			
Approach LOS	F	B	E				E			
Intersection Delay [s/veh]	69.16									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	73	147	17	45	360	559	186	1103	199	12	1013	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	140	0	0	50	0	0	5
Total Hourly Volume [veh/h]	73	147	13	45	360	419	186	1103	149	12	1013	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	37	3	11	90	105	47	276	37	3	253	3
Total Analysis Volume [veh/h]	73	147	13	45	360	419	186	1103	149	12	1013	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	22	31	31	6	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	36	0	13	39	0	16	40	40	11	35	35
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	6	38	38	4	36	36	12	40	50	2	30	38
g / C, Green / Cycle	0.06	0.38	0.38	0.04	0.36	0.36	0.12	0.40	0.50	0.02	0.30	0.38
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.01	0.02	0.19	0.26	0.10	0.21	0.09	0.01	0.28	0.01
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	109	1385	618	68	685	582	217	2090	814	29	1084	609
d1, Uniform Delay [s]	46.04	19.84	19.19	47.51	25.24	27.63	43.16	22.59	13.56	48.74	34.06	19.56
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.23	0.15	0.06	10.68	2.88	7.51	9.34	0.21	0.50	9.31	4.44	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.11	0.02	0.67	0.53	0.72	0.86	0.53	0.18	0.42	0.93	0.02
d, Delay for Lane Group [s/veh]	53.26	20.00	19.25	58.19	28.12	35.13	52.50	22.80	14.06	58.06	38.51	19.58
Lane Group LOS	D	B	B	E	C	D	D	C	B	E	D	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.98	1.12	0.20	1.27	6.86	9.25	4.89	6.10	1.79	0.36	11.85	0.18
50th-Percentile Queue Length [ft/ln]	49.62	28.00	4.93	31.78	171.38	231.22	122.30	152.56	44.64	9.05	296.19	4.57
95th-Percentile Queue Length [veh/ln]	3.57	2.02	0.36	2.29	11.15	14.24	8.52	10.15	3.21	0.65	17.49	0.33
95th-Percentile Queue Length [ft/ln]	89.31	50.40	8.88	57.20	278.72	355.91	212.99	253.85	80.36	16.29	437.31	8.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.26	20.00	19.25	58.19	28.12	35.13	52.50	22.80	14.06	58.06	38.51	19.58
Movement LOS	D	B	B	E	C	D	D	C	B	E	D	B
d_A, Approach Delay [s/veh]	30.38			33.33			25.73			38.49		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.56											
Intersection LOS	C											
Intersection V/C	0.683											

Emissions

Vehicle Miles Traveled [mph]	22.86	46.03	4.07	22.49	179.95	209.44	16.91	100.26	13.54	2.99	252.26	3.24
Stops [stops/h]	71.45	80.64	7.10	45.76	246.78	332.96	176.12	659.07	64.29	13.03	853.02	6.58
Fuel consumption [US gal/h]	2.13	2.94	0.26	1.87	11.30	14.31	4.76	16.75	1.69	0.41	27.19	0.24
CO [g/h]	148.68	205.42	18.02	130.91	789.63	1000.59	332.46	1170.72	118.12	28.39	1900.59	17.09
NOx [g/h]	28.93	39.97	3.51	25.47	153.63	194.68	64.69	227.78	22.98	5.52	369.79	3.33
VOC [g/h]	34.46	47.61	4.18	30.34	183.00	231.90	77.05	271.33	27.38	6.58	440.48	3.96

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.596	2.979	3.376	3.069
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	700	720	620
d_b, Bicycle Delay [s]	23.12	21.13	20.48	23.81
l_b,int, Bicycle LOS Score for Intersection	1.755	2.355	2.378	2.420
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	29.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	171	41	11	24	104	477	45	1349	299	11	2132	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	119	0	0	75	0	0	2
Total Hourly Volume [veh/h]	171	41	8	24	104	358	45	1349	224	11	2132	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	10	2	6	26	90	11	337	56	3	533	1
Total Analysis Volume [veh/h]	171	41	8	24	104	358	45	1349	224	11	2132	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	17	27	0	5	15	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	49	0	0	49	0	11	52	0	9	50	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	4	51	51	1	49	49
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.03	0.47	0.47	0.01	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.18	0.03	0.02	0.28	0.02	0.26	0.14	0.01	0.41	0.00
s, saturation flow rate [veh/h]	945	1847	1378	1671	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	227	759	587	687	62	2414	753	24	2306	720
d1, Uniform Delay [s]	46.10	19.59	21.61	26.35	52.61	21.17	18.18	53.88	28.75	16.95
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.39	0.16	0.13	5.19	14.94	0.20	0.22	13.11	1.96	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.06	0.04	0.67	0.73	0.56	0.30	0.46	0.92	0.01
d, Delay for Lane Group [s/veh]	66.48	19.75	21.74	31.54	67.55	21.38	18.39	66.99	30.71	16.95
Lane Group LOS	E	B	C	C	E	C	B	E	C	B
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.88	0.77	0.40	10.36	1.45	7.78	3.35	0.38	16.55	0.05
50th-Percentile Queue Length [ft/ln]	147.03	19.33	10.10	258.99	36.36	194.43	83.80	9.54	413.87	1.35
95th-Percentile Queue Length [veh/ln]	9.86	1.39	0.73	15.64	2.62	12.35	6.03	0.69	23.23	0.10
95th-Percentile Queue Length [ft/ln]	246.46	34.79	18.18	390.95	65.44	308.77	150.83	17.16	580.69	2.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.48	19.75	19.75	21.74	31.54	31.54	67.55	21.38	18.39	66.99	30.71	16.95
Movement LOS	E	B	B	C	C	C	E	C	B	E	C	B
d_A, Approach Delay [s/veh]	56.07			31.06			22.25			30.87		
Approach LOS	E			C			C			C		
d_I, Intersection Delay [s/veh]	29.01											
Intersection LOS	C											
Intersection V/C	0.713											

Emissions

Vehicle Miles Traveled [mph]	58.09	16.64	5.80	111.66	5.27	157.98	26.23	0.90	174.72	0.33
Stops [stops/h]	192.48	25.30	13.22	339.04	47.60	763.58	109.70	12.48	1625.40	1.77
Fuel consumption [US gal/h]	6.28	1.04	0.44	10.30	1.39	20.78	3.10	0.34	39.52	0.05
CO [g/h]	439.31	72.82	31.03	719.66	97.23	1452.36	216.80	23.49	2762.56	3.29
NOx [g/h]	85.47	14.17	6.04	140.02	18.92	282.58	42.18	4.57	537.49	0.64
VOC [g/h]	101.81	16.88	7.19	166.79	22.53	336.60	50.25	5.44	640.25	0.76

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.354	2.423	3.904	3.419
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	818	873	836
d_b, Bicycle Delay [s]	19.20	19.20	17.47	18.62
l_b,int, Bicycle LOS Score for Intersection	1.928	2.558	2.491	2.742
Bicycle LOS	A	B	B	B

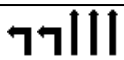
Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	16.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	128	5	563	0	0	0	181	1093	0	0	1103	821
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	141	0	0	0	0	0	0	0	0	205
Total Hourly Volume [veh/h]	128	5	422	0	0	0	181	1093	0	0	1103	616
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	1	106	0	0	0	45	273	0	0	276	154
Total Analysis Volume [veh/h]	128	5	422	0	0	0	181	1093	0	0	1103	616
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	5	30	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	22	0	0	0	0	9	38	0	0	29	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18		5	34	25	25
g / C, Green / Cycle	0.31	0.31	0.31		0.08	0.56	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.05		0.05	0.21	0.21	0.38
s, saturation flow rate [veh/h]	1810	1816	8500		3514	5176	5176	1615
c, Capacity [veh/h]	557	559	2615		282	2893	2133	665
d1, Uniform Delay [s]	14.93	14.93	15.13		26.75	7.40	13.18	16.76
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	0.44	0.13		2.43	0.08	0.20	16.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.12	0.16		0.64	0.38	0.52	0.93
d, Delay for Lane Group [s/veh]	15.36	15.36	15.26		29.19	7.48	13.37	33.66
Lane Group LOS	B	B	B		C	A	B	C
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.66	0.67	3.94		1.22	1.77	3.27	10.01
50th-Percentile Queue Length [ft/ln]	16.59	16.64	98.39		30.46	44.35	81.74	250.24
95th-Percentile Queue Length [veh/ln]	1.19	1.20	7.08		2.19	3.19	5.88	15.20
95th-Percentile Queue Length [ft/ln]	29.85	29.95	177.10		54.83	79.83	147.12	379.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.36	15.36	15.26	0.00	0.00	0.00	29.19	7.48	0.00	0.00	13.37	33.66
Movement LOS	B	B	B				C	A			B	C
d_A, Approach Delay [s/veh]	15.29			0.00			10.56			20.64		
Approach LOS	B			A			B			C		
d_I, Intersection Delay [s/veh]	16.19											
Intersection LOS	B											
Intersection V/C	0.483											

Emissions

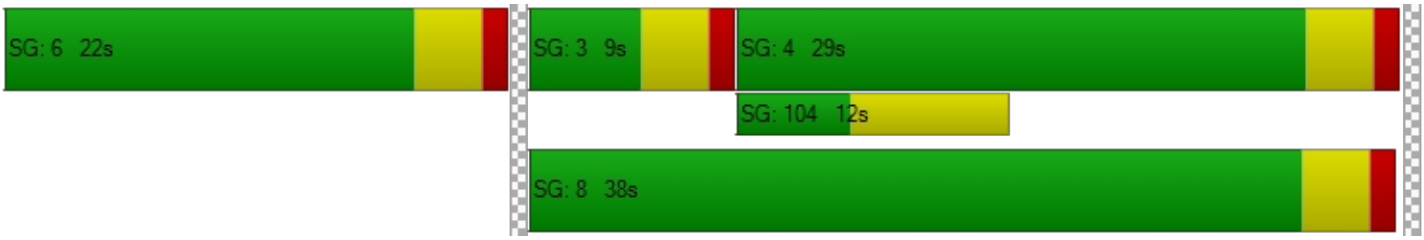
Vehicle Miles Traveled [mph]	6.03	6.05	38.33		26.02	157.10	129.17	72.14
Stops [stops/h]	39.81	39.93	236.13		146.22	319.31	588.50	600.57
Fuel consumption [US gal/h]	0.68	0.68	4.19		3.78	11.02	11.57	10.51
CO [g/h]	47.23	47.39	293.13		264.56	770.20	808.83	734.48
NOx [g/h]	9.19	9.22	57.03		51.47	149.85	157.37	142.90
VOC [g/h]	10.95	10.98	67.93		61.31	178.50	187.45	170.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.248	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1133	833
d_b, Bicycle Delay [s]	14.70	30.00	5.63	10.21
l_b,int, Bicycle LOS Score for Intersection	2.708	4.132	2.260	2.618
Bicycle LOS	B	D	B	B

Sequence

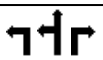
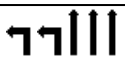
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	766	1	122	0	498	232	834	345	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	31	0	0	58	0	0	0
Total Hourly Volume [veh/h]	0	0	0	766	1	91	0	498	174	834	345	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	192	0	23	0	125	44	209	86	0
Total Analysis Volume [veh/h]	0	0	0	766	1	91	0	498	174	834	345	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	20	0	0	17	0	23	40	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		20	20	20	10	10	18	32
g / C, Green / Cycle		0.34	0.34	0.34	0.17	0.17	0.30	0.53
(v / s)_i Volume / Saturation Flow Rate		0.21	0.21	0.01	0.10	0.11	0.24	0.07
s, saturation flow rate [veh/h]		1810	1810	8500	5176	1615	3514	5176
c, Capacity [veh/h]		608	608	2857	871	272	1039	2746
d1, Uniform Delay [s]		16.78	16.78	13.37	22.97	23.26	19.51	7.08
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		4.91	4.91	0.02	0.60	2.51	1.50	0.02
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.63	0.63	0.03	0.57	0.64	0.80	0.13
d, Delay for Lane Group [s/veh]		21.69	21.69	13.39	23.56	25.77	21.01	7.10
Lane Group LOS		C	C	B	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		4.58	4.58	0.73	1.94	2.20	4.69	0.53
50th-Percentile Queue Length [ft/ln]		114.57	114.57	18.15	48.54	55.01	117.13	13.29
95th-Percentile Queue Length [veh/ln]		8.09	8.09	1.31	3.50	3.96	8.24	0.96
95th-Percentile Queue Length [ft/ln]		202.34	202.34	32.67	87.38	99.01	205.88	23.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	21.69	21.69	13.39	0.00	23.56	25.77	21.01	7.10	0.00
Movement LOS				C	C	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			20.81			24.13			16.94		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	19.95											
Intersection LOS	B											
Intersection V/C	0.557											

Emissions

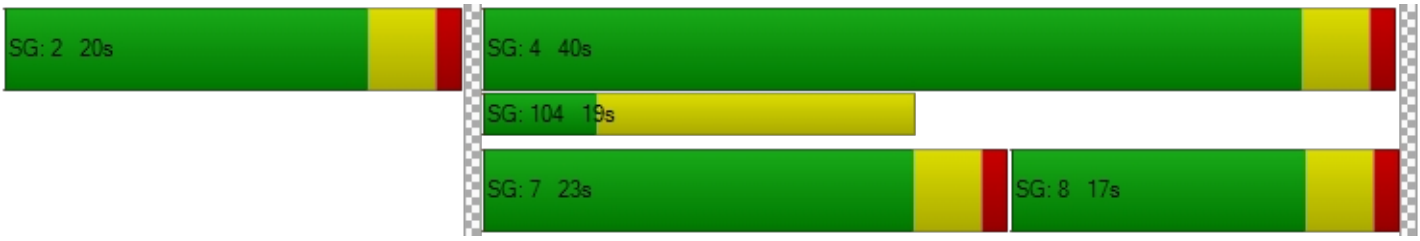
Vehicle Miles Traveled [mph]		25.71	25.71	6.10	56.69	19.81	119.87	49.59
Stops [stops/h]		274.97	274.97	43.56	349.52	132.01	562.23	95.68
Fuel consumption [US gal/h]		5.31	5.31	0.89	8.68	3.23	14.66	3.39
CO [g/h]		371.51	371.51	62.52	606.51	225.98	1025.08	236.83
NOx [g/h]		72.28	72.28	12.16	118.00	43.97	199.44	46.08
VOC [g/h]		86.10	86.10	14.49	140.56	52.37	237.57	54.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.350	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	533	433	1200
d_b, Bicycle Delay [s]	30.00	16.13	18.41	4.80
l_b,int, Bicycle LOS Score for Intersection	4.132	3.026	1.961	2.208
Bicycle LOS	D	C	A	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	34.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	171	261	46	74	417	116	250	509	395	89	458	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	29	0	0	99	0	0	12
Total Hourly Volume [veh/h]	171	261	34	74	417	87	250	509	296	89	458	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	65	9	19	104	22	63	127	74	22	115	9
Total Analysis Volume [veh/h]	171	261	34	74	417	87	250	509	296	89	458	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	35	0	10	30	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	41	41	5	36	36	14	22	22	6	14	14
g / C, Green / Cycle	0.11	0.46	0.46	0.05	0.40	0.40	0.16	0.25	0.25	0.06	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.09	0.08	0.08	0.04	0.14	0.14	0.14	0.14	0.18	0.05	0.13	0.02
s, saturation flow rate [veh/h]	1810	1900	1825	1810	1900	1788	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	206	866	832	96	752	707	285	903	403	115	562	251
d1, Uniform Delay [s]	39.05	14.46	14.47	42.06	19.03	19.06	37.04	29.49	31.03	41.51	36.75	32.81
k, delay calibration	0.23	0.50	0.50	0.11	0.50	0.50	0.29	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.33	0.43	0.46	12.08	1.25	1.35	19.21	0.55	2.61	10.54	2.94	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.17	0.17	0.77	0.34	0.35	0.88	0.56	0.73	0.77	0.81	0.14
d, Delay for Lane Group [s/veh]	55.38	14.89	14.93	54.14	20.28	20.41	56.25	30.04	33.63	52.05	39.69	33.06
Lane Group LOS	E	B	B	D	C	C	E	C	C	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.44	1.73	1.69	1.87	3.71	3.55	6.60	4.57	5.80	2.19	4.84	0.65
50th-Percentile Queue Length [ft/ln]	111.11	43.27	42.16	46.86	92.69	88.63	164.93	114.36	145.12	54.87	120.89	16.15
95th-Percentile Queue Length [veh/ln]	7.90	3.12	3.04	3.37	6.67	6.38	10.81	8.08	9.76	3.95	8.44	1.16
95th-Percentile Queue Length [ft/ln]	197.55	77.89	75.88	84.34	166.84	159.54	270.23	202.05	243.90	98.76	211.05	29.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.38	14.91	14.93	54.14	20.33	20.41	56.25	30.04	33.63	52.05	39.69	33.06
Movement LOS	E	B	B	D	C	C	E	C	C	D	D	C
d_A, Approach Delay [s/veh]	29.76			24.67			37.26			41.18		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.09											
Intersection LOS	C											
Intersection V/C	0.497											

Emissions

Vehicle Miles Traveled [mph]	85.69	75.01	72.82	37.04	129.35	122.93	126.07	256.68	149.27	14.80	76.15	5.82
Stops [stops/h]	177.78	69.24	67.45	74.97	148.30	141.81	263.88	365.96	232.19	87.79	386.86	25.84
Fuel consumption [US gal/h]	7.07	3.89	3.78	3.02	7.34	7.00	10.46	16.46	10.03	2.54	11.12	0.76
CO [g/h]	494.51	271.60	263.95	210.89	513.36	489.08	731.43	1150.58	701.06	177.64	777.25	52.86
NOx [g/h]	96.21	52.84	51.36	41.03	99.88	95.16	142.31	223.86	136.40	34.56	151.22	10.28
VOC [g/h]	114.61	62.95	61.17	48.88	118.98	113.35	169.51	266.66	162.48	41.17	180.13	12.25

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.722	2.683	3.058	2.770
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	578	667	489
d_b, Bicycle Delay [s]	19.34	22.76	20.00	25.69
l_b,int, Bicycle LOS Score for Intersection	1.954	2.060	2.512	2.050
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	51.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	202	1345	413	301	1536	44	40	405	261	475	607	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	103	0	0	11	0	0	65	0	0	69
Total Hourly Volume [veh/h]	202	1345	310	301	1536	33	40	405	196	475	607	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	336	78	75	384	8	10	101	49	119	152	52
Total Analysis Volume [veh/h]	202	1345	310	301	1536	33	40	405	196	475	607	206
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	30	0	25	32	0	14	30	0	35	51	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	35	35	21	40	40	4	17	17	31	45	45
g / C, Green / Cycle	0.13	0.29	0.29	0.18	0.34	0.34	0.03	0.14	0.14	0.26	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.11	0.26	0.19	0.17	0.30	0.02	0.02	0.11	0.12	0.26	0.17	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	231	1495	466	317	1740	543	57	523	233	467	1343	600
d1, Uniform Delay [s]	51.40	41.00	37.55	48.99	37.60	26.99	57.55	49.45	49.98	44.50	28.50	27.18
k, delay calibration	0.22	0.50	0.50	0.40	0.50	0.50	0.11	0.11	0.11	0.46	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.83	9.00	7.29	34.16	6.89	0.21	14.48	2.50	7.88	44.23	0.24	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.90	0.66	0.95	0.88	0.06	0.70	0.77	0.84	1.02	0.45	0.34
d, Delay for Lane Group [s/veh]	69.23	50.00	44.84	83.15	44.49	27.20	72.03	51.95	57.86	88.73	28.73	27.52
Lane Group LOS	E	D	D	F	D	C	E	D	E	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.95	13.44	8.67	11.65	14.61	0.66	1.40	5.87	6.08	19.51	6.63	4.32
50th-Percentile Queue Length [ft/ln]	173.66	336.01	216.70	291.17	365.37	16.43	35.11	146.83	151.98	487.68	165.84	108.06
95th-Percentile Queue Length [veh/ln]	11.27	19.45	13.50	17.24	20.88	1.18	2.53	9.85	10.12	27.02	10.86	7.73
95th-Percentile Queue Length [ft/ln]	281.72	486.32	337.40	431.10	522.11	29.57	63.20	246.20	253.07	675.46	271.44	193.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.23	50.00	44.84	83.15	44.49	27.20	72.03	51.95	57.86	88.73	28.73	27.52
Movement LOS	E	D	D	F	D	C	E	D	E	F	C	C
d_A, Approach Delay [s/veh]	51.23			50.40			55.01			50.67		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	51.26											
Intersection LOS	D											
Intersection V/C	0.810											

Emissions

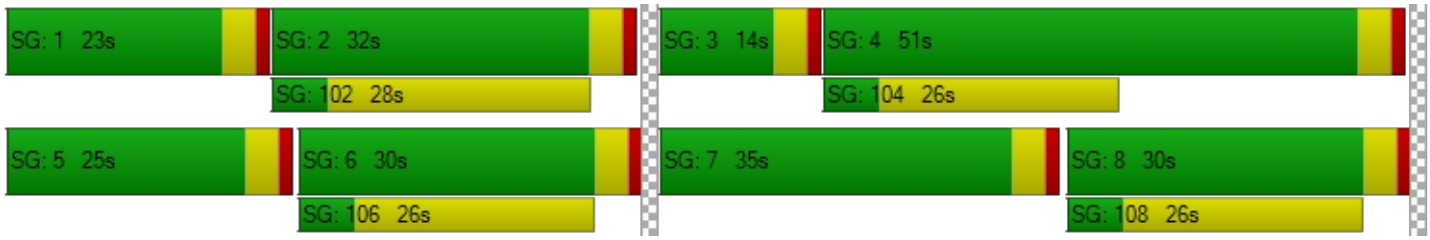
Vehicle Miles Traveled [mph]	10.54	70.18	16.18	132.81	677.73	14.56	3.94	39.85	19.28	239.53	306.10	103.88
Stops [stops/h]	208.39	1209.64	260.03	349.41	1315.34	19.72	42.14	352.40	182.38	585.22	398.01	129.68
Fuel consumption [US gal/h]	5.80	31.13	6.62	13.99	53.49	0.93	1.25	10.03	5.24	21.67	18.35	6.15
CO [g/h]	405.25	2176.00	462.48	977.85	3738.92	64.79	87.03	700.99	366.02	1514.71	1282.62	429.64
NOx [g/h]	78.85	423.37	89.98	190.25	727.46	12.61	16.93	136.39	71.21	294.71	249.55	83.59
VOC [g/h]	93.92	504.31	107.18	226.63	866.53	15.02	20.17	162.46	84.83	351.05	297.26	99.57

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.661	3.404	2.941	2.969
Crosswalk LOS	D	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	467	433	783
d_b, Bicycle Delay [s]	36.82	35.27	36.82	22.20
l_b,int, Bicycle LOS Score for Intersection	2.638	2.594	2.142	2.679
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	24.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	141	0	27	27	567	0	0	346	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	141	0	27	27	567	0	0	346	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	35	0	7	7	142	0	0	87	11
Total Analysis Volume [veh/h]	0	0	0	141	0	27	27	567	0	0	346	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.44	0.00	0.03	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.50	20.28	10.00	24.91	0.00	9.54	8.13	0.00	0.00	8.55	0.00	0.00
Movement LOS	C	C	B	C		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.16	0.00	0.10	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	54.11	0.00	2.55	1.76	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.26			22.44			0.37			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	3.46											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name				Indian Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				Indian Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	109	71	242	253	0	1	237	1	141	111	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	109	71	242	253	0	1	237	1	141	111	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	27	18	61	63	0	0	59	0	35	28	32
Total Analysis Volume [veh/h]	0	109	71	242	253	0	1	237	1	141	111	126
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	494	473	506	426	453	453	434	463	510
Degree of Utilization, x	0.36	0.51	0.50	0.00	0.26	0.26	0.33	0.24	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.65	2.86	2.76	0.01	1.04	1.04	1.39	0.93	0.97
95th-Percentile Queue Length [ft]	41.32	71.38	68.92	0.18	26.11	26.08	34.83	23.20	24.13
Approach Delay [s/veh]	14.42	17.33		13.46			13.40		
Approach LOS	B	C		B			B		
Intersection Delay [s/veh]	15.06								
Intersection LOS	C								

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	133	2	230	160	6	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	2	230	160	6	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	1	58	40	2	29
Total Analysis Volume [veh/h]	133	2	230	160	6	116
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.16	0.00	0.02	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	7.92	0.00	16.07	9.12
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.56	0.00	0.06	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	13.95	0.00	1.38	9.92
d_A, Approach Delay [s/veh]	0.00		4.67		9.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.60					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	54.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.114

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	216	334	41	111	367	463	272	215	270	20	152	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	334	41	111	367	463	272	215	270	20	152	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	84	10	28	92	116	68	54	68	5	38	19
Total Analysis Volume [veh/h]	216	334	41	111	367	463	272	215	270	20	152	76
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	346	362	367	392	411	463	401	485	340	353	375
Degree of Utilization, x	0.62	0.52	0.51	0.28	0.89	1.05	0.68	1.11	0.06	0.43	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.00	2.85	2.79	1.15	9.28	14.58	4.86	16.93	0.19	2.09	0.75
95th-Percentile Queue Length [ft]	100.08	71.36	69.73	28.66	231.97	364.55	121.52	423.13	4.68	52.31	18.71
Approach Delay [s/veh]	24.92			63.48			78.03		18.13		
Approach LOS	C			F			F		C		
Intersection Delay [s/veh]	54.41										
Intersection LOS	F										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	45.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.025

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	80	1520	614	234	1816	42	64	35	85	463	28	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	614	0	0	42	0	0	85	0	0	141
Total Hourly Volume [veh/h]	80	1520	0	234	1816	0	64	35	0	463	28	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	380	0	59	454	0	16	9	0	116	7	0
Total Analysis Volume [veh/h]	80	1520	0	234	1816	0	64	35	0	463	28	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	57	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	66	0	0	57	0	0	14	0	0	40	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	66	66	57	57	57	10	33	33	33
g / C, Green / Cycle	0.04	0.55	0.55	0.47	0.47	0.47	0.08	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.04	0.28	0.28	0.67	0.35	0.00	0.05	0.26	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	349	5176	1615	1841	1810	1900	1615
c, Capacity [veh/h]	75	1980	1040	157	2445	763	148	492	517	440
d1, Uniform Delay [s]	57.50	16.96	16.96	49.69	25.73	0.00	53.62	42.72	32.26	0.00
k, delay calibration	0.31	0.50	0.50	0.50	0.50	0.50	0.11	0.12	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	98.95	0.92	1.74	251.36	2.09	0.00	5.12	10.31	0.04	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.06	0.50	0.50	1.49	0.74	0.00	0.67	0.94	0.05	0.00
d, Delay for Lane Group [s/veh]	156.45	17.88	18.70	301.05	27.82	0.00	58.74	53.02	32.30	0.00
Lane Group LOS	F	B	B	F	C	A	E	D	C	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.36	8.64	9.31	15.63	13.54	0.00	3.14	14.86	0.62	0.00
50th-Percentile Queue Length [ft/ln]	108.97	215.91	232.73	390.86	338.43	0.00	78.50	371.43	15.51	0.00
95th-Percentile Queue Length [veh/ln]	7.85	13.46	14.31	27.28	19.57	0.00	5.65	21.18	1.12	0.00
95th-Percentile Queue Length [ft/ln]	196.14	336.39	357.83	681.90	489.28	0.00	141.30	529.47	27.92	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	156.45	18.16	18.70	301.05	27.82	0.00	58.74	58.74	58.74	53.02	32.30	0.00
Movement LOS	F	B	B	F	C	A	E	E	E	D	C	A
d_A, Approach Delay [s/veh]	25.08			59.01			58.74			51.84		
Approach LOS	C			E			E			D		
d_I, Intersection Delay [s/veh]	45.37											
Intersection LOS	D											
Intersection V/C	1.025											

Emissions

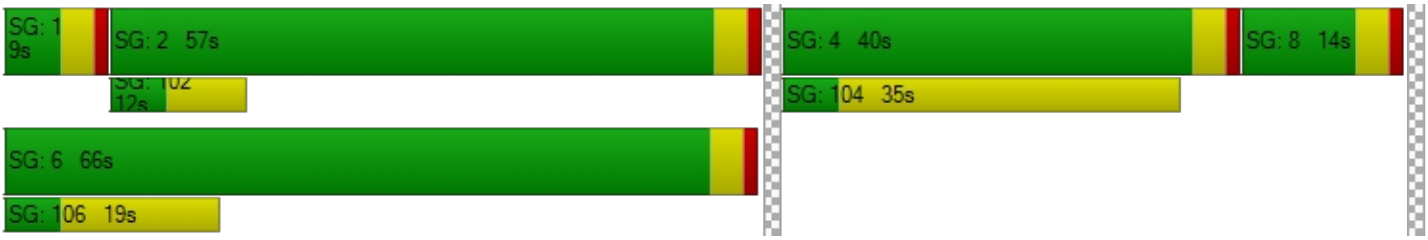
Vehicle Miles Traveled [mph]	39.93	497.37	261.22	22.64	175.71	0.00	7.89	233.90	14.15	0.00
Stops [stops/h]	130.76	518.17	279.28	469.03	1218.34	0.00	94.20	445.72	18.61	0.00
Fuel consumption [US gal/h]	4.91	26.96	14.29	20.94	31.45	0.00	1.90	17.22	0.89	0.00
CO [g/h]	343.39	1884.80	998.79	1463.74	2198.42	0.00	132.79	1203.94	62.32	0.00
NOx [g/h]	66.81	366.71	194.33	284.79	427.73	0.00	25.84	234.24	12.13	0.00
VOC [g/h]	79.58	436.82	231.48	339.24	509.50	0.00	30.77	279.02	14.44	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.498	1.987	2.987
Crosswalk LOS	F	C	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1033	883	167	600
d_b, Bicycle Delay [s]	14.02	18.70	50.42	29.40
l_b,int, Bicycle LOS Score for Intersection	2.777	2.710	1.863	2.602
Bicycle LOS	C	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	50	187	235	67	74	81	60	872	19	261	1007	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	59	0	0	20	0	0	5	0	0	21
Total Hourly Volume [veh/h]	50	187	176	67	74	61	60	872	14	261	1007	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	47	44	17	19	15	15	218	4	65	252	15
Total Analysis Volume [veh/h]	50	187	176	67	74	61	60	872	14	261	1007	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	14	0	27	32	0	10	19	0	30	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	36	4	37	37	4	19	19	15	30	30
g / C, Green / Cycle	0.04	0.40	0.05	0.41	0.41	0.04	0.21	0.21	0.17	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.04	0.04	0.04	0.03	0.17	0.01	0.14	0.28	0.04
s, saturation flow rate [veh/h]	1810	1750	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	72	699	90	778	661	78	1064	332	303	1193	533
d1, Uniform Delay [s]	42.67	20.50	42.18	16.34	16.32	42.60	34.15	28.64	36.44	28.01	21.01
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.37	2.75	11.23	0.24	0.28	14.23	1.62	0.05	7.14	1.72	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.52	0.74	0.10	0.09	0.77	0.82	0.04	0.86	0.84	0.11
d, Delay for Lane Group [s/veh]	54.04	23.25	53.41	16.58	16.59	56.82	35.77	28.70	43.59	29.73	21.10
Lane Group LOS	D	C	D	B	B	E	D	C	D	C	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.33	6.19	1.75	0.98	0.82	1.54	5.69	0.23	5.72	9.17	0.82
50th-Percentile Queue Length [ft/ln]	33.13	154.73	43.77	24.62	20.46	38.62	142.37	5.71	143.10	229.20	20.53
95th-Percentile Queue Length [veh/ln]	2.39	10.27	3.15	1.77	1.47	2.78	9.61	0.41	9.65	14.13	1.48
95th-Percentile Queue Length [ft/ln]	59.63	256.73	78.79	44.32	36.83	69.52	240.21	10.28	241.19	353.35	36.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.04	23.25	23.25	53.41	16.58	16.59	56.82	35.77	28.70	43.59	29.73	21.10
Movement LOS	D	C	C	D	B	B	E	D	C	D	C	C
d_A, Approach Delay [s/veh]	26.98			28.80			37.00			32.06		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.72											
Intersection LOS	C											
Intersection V/C	0.557											

Emissions

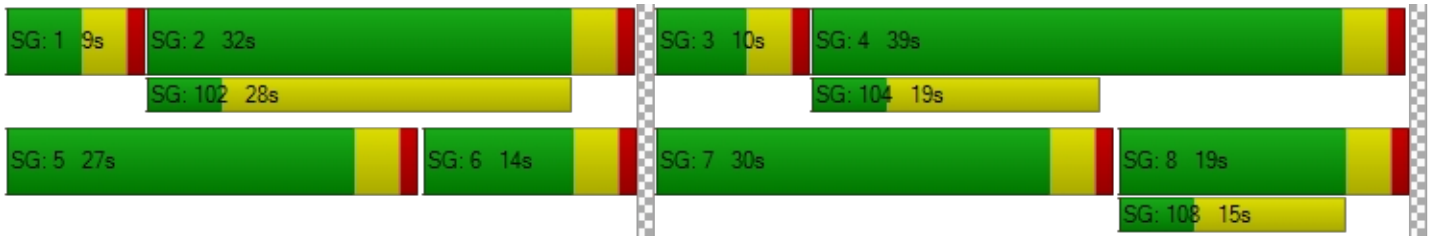
Vehicle Miles Traveled [mph]	7.01	50.92	9.33	10.30	8.49	30.03	436.38	7.01	68.18	263.06	15.94
Stops [stops/h]	53.00	247.56	70.03	39.39	32.74	61.79	683.38	9.13	228.95	733.45	32.84
Fuel consumption [US gal/h]	1.07	4.96	1.42	0.86	0.71	2.85	33.64	0.49	8.85	28.52	1.41
CO [g/h]	74.69	346.50	98.99	60.39	49.87	198.93	2351.37	33.96	618.50	1993.28	98.21
NOx [g/h]	14.53	67.42	19.26	11.75	9.70	38.71	457.49	6.61	120.34	387.82	19.11
VOC [g/h]	17.31	80.30	22.94	14.00	11.56	46.10	544.95	7.87	143.34	461.96	22.76

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.249	2.273	3.136	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	622	333	778
d_b, Bicycle Delay [s]	35.56	21.36	31.25	16.81
l_b,int, Bicycle LOS Score for Intersection	2.338	1.926	2.083	2.673
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: Nuevo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	272	357	191	36	360	72	134	958	321	179	910	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	48	0	0	18	0	0	80	0	0	22
Total Hourly Volume [veh/h]	272	357	143	36	360	54	134	958	241	179	910	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	89	36	9	90	14	34	240	60	45	228	17
Total Analysis Volume [veh/h]	272	357	143	36	360	54	134	958	241	179	910	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	27	0	0	27	0	7	22	0	19	34	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	32	0	0	32	0	15	26	0	12	23	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	7	21	21	8	22	22
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.10	0.30	0.30	0.11	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.28	0.19	0.09	0.25	0.07	0.26	0.15	0.10	0.25	0.04
s, saturation flow rate [veh/h]	988	1900	1615	1778	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	302	794	675	798	174	1073	479	207	1139	509
d1, Uniform Delay [s]	25.25	14.61	13.02	15.66	30.89	23.55	20.35	30.47	21.95	17.13
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	31.79	1.84	0.72	2.87	7.07	2.85	0.82	10.34	1.34	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.45	0.21	0.56	0.77	0.89	0.50	0.87	0.80	0.13
d, Delay for Lane Group [s/veh]	57.04	16.46	13.74	18.53	37.96	26.40	21.17	40.81	23.28	17.24
Lane Group LOS	E	B	B	B	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.73	3.82	1.35	5.24	2.40	7.16	3.04	3.35	6.27	0.70
50th-Percentile Queue Length [ft/ln]	168.21	95.38	33.78	131.01	60.10	179.06	75.96	83.80	156.83	17.56
95th-Percentile Queue Length [veh/ln]	10.98	6.87	2.43	8.99	4.33	11.55	5.47	6.03	10.38	1.26
95th-Percentile Queue Length [ft/ln]	274.56	171.69	60.80	224.86	108.18	288.79	136.72	150.85	259.52	31.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.04	16.46	13.74	18.53	18.53	18.53	37.96	26.40	21.17	40.81	23.28	17.24
Movement LOS	E	B	B	B	B	B	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	30.25			18.53			26.62			25.65		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	26.09											
Intersection LOS	C											
Intersection V/C	0.639											

Emissions

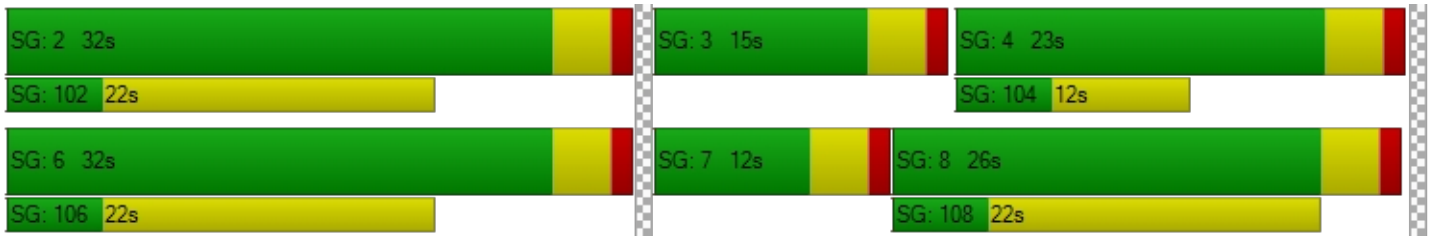
Vehicle Miles Traveled [mph]	102.77	134.89	54.03	226.09	67.79	484.66	121.92	89.58	455.40	33.03
Stops [stops/h]	346.04	196.22	69.49	269.50	123.64	736.70	156.26	172.40	645.23	36.12
Fuel consumption [US gal/h]	10.98	8.26	3.12	12.80	4.68	29.75	6.94	6.39	26.96	1.77
CO [g/h]	767.68	577.29	217.79	894.53	327.00	2079.22	485.16	446.58	1884.73	123.69
NOx [g/h]	149.36	112.32	42.37	174.04	63.62	404.54	94.40	86.89	366.70	24.07
VOC [g/h]	177.92	133.79	50.48	207.32	75.79	481.88	112.44	103.50	436.80	28.67

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.848	2.495	3.579	3.104
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	629	543
d_b, Bicycle Delay [s]	12.60	12.60	16.46	18.58
l_b,int, Bicycle LOS Score for Intersection	2.913	2.332	2.725	2.531
Bicycle LOS	C	B	B	B

Sequence

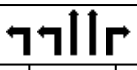
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	47.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	174	1020	265	420	1095	399	493	991	240	445	726	396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	66	0	0	100	0	0	60	0	0	99
Total Hourly Volume [veh/h]	174	1020	199	420	1095	299	493	991	180	445	726	297
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	255	50	105	274	75	123	248	45	111	182	74
Total Analysis Volume [veh/h]	174	1020	199	420	1095	299	493	991	180	445	726	297
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	35	0	21	40	0	21	44	0	20	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	36	36	16	40	40	17	36	36	16	35	35
g / C, Green / Cycle	0.10	0.30	0.30	0.14	0.33	0.33	0.14	0.30	0.30	0.13	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.10	0.20	0.12	0.12	0.30	0.10	0.14	0.27	0.11	0.13	0.14	0.18
s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	2859	3514	3618	1615	3514	5176	1615
c, Capacity [veh/h]	181	1544	482	476	1207	954	498	1084	484	469	1507	470
d1, Uniform Delay [s]	53.77	36.80	33.70	50.93	38.19	29.74	51.42	40.54	33.13	51.60	35.06	36.93
k, delay calibration	0.28	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	41.33	2.24	2.60	5.54	11.41	0.86	16.60	3.51	0.48	10.66	0.24	1.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.66	0.41	0.88	0.91	0.31	0.99	0.91	0.37	0.95	0.48	0.63
d, Delay for Lane Group [s/veh]	95.10	39.03	36.30	56.47	49.61	30.60	68.02	44.06	33.60	62.26	35.30	38.72
Lane Group LOS	F	D	D	E	D	C	E	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.17	8.71	4.84	6.39	16.54	3.22	8.39	14.19	4.12	7.20	5.75	7.62
50th-Percentile Queue Length [ft/ln]	179.16	217.71	121.12	159.75	413.58	80.62	209.86	354.80	102.99	180.08	143.68	190.53
95th-Percentile Queue Length [veh/ln]	11.56	13.55	8.45	10.54	23.21	5.80	13.15	20.37	7.42	11.60	9.68	12.15
95th-Percentile Queue Length [ft/ln]	288.92	338.70	211.36	263.40	580.34	145.11	328.65	509.26	185.39	290.12	241.97	303.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.10	39.03	36.30	56.47	49.61	30.60	68.02	44.06	33.60	62.26	35.30	38.72
Movement LOS	F	D	D	E	D	C	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	45.65			48.06			50.02			44.16		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	47.14											
Intersection LOS	D											
Intersection V/C	0.799											

Emissions

Vehicle Miles Traveled [mph]	65.51	384.00	74.92	209.61	546.49	149.22	109.81	220.72	40.09	225.13	367.29	150.25
Stops [stops/h]	214.99	783.77	145.34	383.41	992.58	193.48	503.67	851.52	123.59	432.19	517.25	228.63
Fuel consumption [US gal/h]	8.29	31.01	5.85	16.78	42.13	9.38	15.70	25.16	3.88	17.95	23.45	9.97
CO [g/h]	579.15	2167.56	408.57	1172.78	2944.66	655.85	1097.74	1758.36	271.28	1254.54	1639.31	696.79
NOx [g/h]	112.68	421.73	79.49	228.18	572.92	127.60	213.58	342.11	52.78	244.09	318.95	135.57
VOC [g/h]	134.22	502.35	94.69	271.80	682.45	152.00	254.41	407.52	62.87	290.75	379.93	161.49

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.427	3.628	3.386	3.409
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	600	667	650
d_b, Bicycle Delay [s]	33.00	29.40	26.67	27.34
l_b,int, Bicycle LOS Score for Intersection	2.362	3.139	2.982	2.421
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	50.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.351

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	293	0	1854	1752	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	293	0	1854	1752	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	73	0	464	438	52
Total Analysis Volume [veh/h]	0	293	0	1854	1752	208
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.35	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	50.46	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	4.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	105.52	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	50.46		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	3.60					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	153	6	807	0	0	0	182	1211	0	0	1229	746
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	202	0	0	0	0	0	0	0	0	187
Total Hourly Volume [veh/h]	153	6	605	0	0	0	182	1211	0	0	1229	559
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	2	151	0	0	0	46	303	0	0	307	140
Total Analysis Volume [veh/h]	153	6	605	0	0	0	182	1211	0	0	1229	559
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	16	0	0	0	0	22	44	0	0	22	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16		8	36	25	25
g / C, Green / Cycle	0.26	0.26		0.13	0.61	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.09	0.21		0.10	0.23	0.24	0.35
s, saturation flow rate [veh/h]	1813	2859		1810	5176	5176	1615
c, Capacity [veh/h]	472	744		235	3138	2120	661
d1, Uniform Delay [s]	17.99	20.82		25.24	6.07	13.71	15.99
k, delay calibration	0.50	0.50		0.11	0.11	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.92	9.44		5.36	0.08	0.25	5.02
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.81		0.77	0.39	0.58	0.85
d, Delay for Lane Group [s/veh]	19.91	30.26		30.60	6.15	13.97	21.01
Lane Group LOS	B	C		C	A	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.82	4.43		2.61	1.71	3.53	6.46
50th-Percentile Queue Length [ft/ln]	45.54	110.78		65.29	42.85	88.21	161.45
95th-Percentile Queue Length [veh/ln]	3.28	7.88		4.70	3.09	6.35	10.63
95th-Percentile Queue Length [ft/ln]	81.97	197.09		117.52	77.13	158.78	265.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.91	19.91	30.26	0.00	0.00	0.00	30.60	6.15	0.00	0.00	13.97	21.01
Movement LOS	B	B	C				C	A			B	C
d_A, Approach Delay [s/veh]	28.11			0.00			9.34			16.17		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	16.07											
Intersection LOS	B											
Intersection V/C	0.658											

Emissions

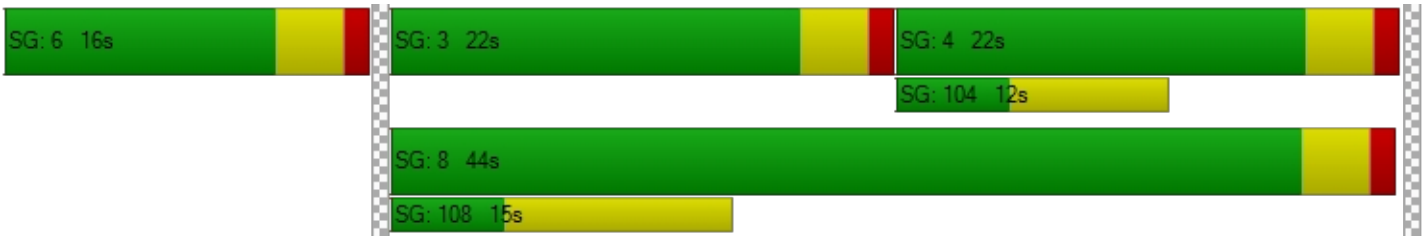
Vehicle Miles Traveled [mph]	27.64	105.16		15.08	100.33	67.55	30.72
Stops [stops/h]	109.30	531.74		156.69	308.50	635.11	387.48
Fuel consumption [US gal/h]	2.71	12.72		3.21	8.14	12.15	7.30
CO [g/h]	189.29	888.86		224.58	568.98	849.45	510.10
NOx [g/h]	36.83	172.94		43.69	110.70	165.27	99.25
VOC [g/h]	43.87	206.00		52.05	131.87	196.87	118.22

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.627	2.151	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	0	1333	600
d_b, Bicycle Delay [s]	19.20	30.00	3.33	14.70
l_b,int, Bicycle LOS Score for Intersection	3.154	4.132	2.326	2.646
Bicycle LOS	C	D	B	B

Sequence

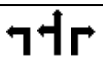
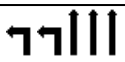
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	41.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	910	1	179	0	555	679	910	744	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	45	0	0	170	0	0	0
Total Hourly Volume [veh/h]	0	0	0	910	1	134	0	555	509	910	744	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	228	0	34	0	139	127	228	186	0
Total Analysis Volume [veh/h]	0	0	0	910	1	134	0	555	509	910	744	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	41	0	0	43	0	36	79	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		32	32	32	41	41	35	80
g / C, Green / Cycle		0.27	0.27	0.27	0.34	0.34	0.29	0.67
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.08	0.15	0.32	0.26	0.14
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	5176
c, Capacity [veh/h]		485	485	433	1240	554	1016	3443
d1, Uniform Delay [s]		42.95	42.95	35.05	30.60	37.83	40.93	7.85
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		28.18	28.16	1.85	0.25	6.74	3.09	0.03
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.94	0.94	0.31	0.45	0.92	0.90	0.22
d, Delay for Lane Group [s/veh]		71.13	71.11	36.90	30.86	44.57	44.02	7.88
Lane Group LOS		E	E	D	C	D	D	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		16.63	16.63	3.30	6.13	14.83	12.93	2.27
50th-Percentile Queue Length [ft/ln]		415.82	415.75	82.60	153.17	370.74	323.17	56.68
95th-Percentile Queue Length [veh/ln]		23.32	23.32	5.95	10.19	21.15	18.82	4.08
95th-Percentile Queue Length [ft/ln]		583.03	582.95	148.68	254.65	528.63	470.58	102.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	71.12	71.11	36.90	0.00	30.86	44.57	44.02	7.88	0.00
Movement LOS				E	E	D		C	D	D	A	
d_A, Approach Delay [s/veh]	0.00			66.73			37.42			27.76		
Approach LOS	A			E			D			C		
d_I, Intersection Delay [s/veh]	41.32											
Intersection LOS	D											
Intersection V/C	0.826											

Emissions

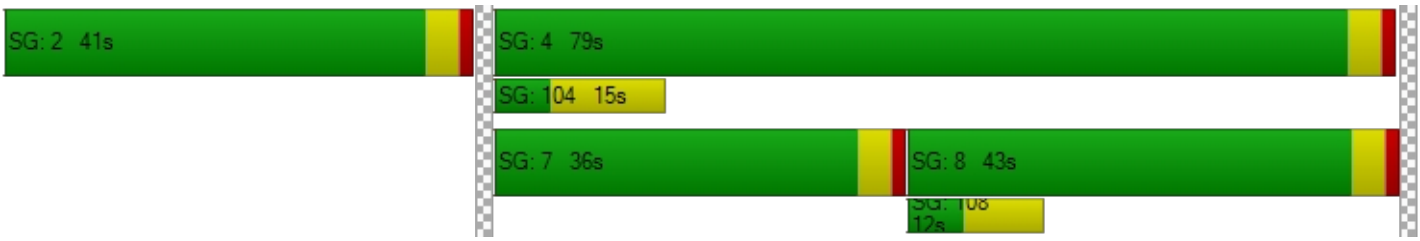
Vehicle Miles Traveled [mph]		39.39	39.39	11.59	147.09	134.90	75.39	61.64
Stops [stops/h]		498.98	498.91	99.12	367.60	444.89	775.61	204.06
Fuel consumption [US gal/h]		12.91	12.90	2.39	12.37	13.82	18.47	5.41
CO [g/h]		902.09	901.90	167.41	864.31	965.95	1291.11	377.89
NOx [g/h]		175.51	175.48	32.57	168.16	187.94	251.20	73.52
VOC [g/h]		209.07	209.02	38.80	200.31	223.87	299.23	87.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.505	2.492	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	617	650	1250
d_b, Bicycle Delay [s]	60.00	28.70	27.34	8.44
l_b,int, Bicycle LOS Score for Intersection	4.132	3.358	2.238	2.469
Bicycle LOS	D	C	B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	59	678	14	50	622	37	52	26	71	8	21	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	678	14	50	622	37	52	26	71	8	21	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	170	4	13	156	9	13	7	18	2	5	10
Total Analysis Volume [veh/h]	59	678	14	50	622	37	52	26	71	8	21	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	531	573	576	527	568	576	506	500
Degree of Utilization, x	0.11	0.60	0.60	0.10	0.58	0.57	0.29	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.37	4.01	3.97	0.31	3.69	3.60	1.22	0.46
95th-Percentile Queue Length [ft]	9.33	100.25	99.35	7.83	92.16	89.97	30.48	11.52
Approach Delay [s/veh]	17.42			16.72			13.06	11.32
Approach LOS	C			C			B	B
Intersection Delay [s/veh]	16.49							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	6.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1425	92	116	1642	85	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	23	0	0	0	26
Total Hourly Volume [veh/h]	1425	69	116	1642	85	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	356	17	29	411	21	19
Total Analysis Volume [veh/h]	1425	69	116	1642	85	76
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	16	0	5	25	27	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	0	33	54	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	7	66	6	6
g / C, Green / Cycle	0.69	0.69	0.08	0.83	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.28	0.27	0.06	0.32	0.05	0.05
s, saturation flow rate [veh/h]	3618	1855	1810	5176	1810	1615
c, Capacity [veh/h]	2506	1285	152	4279	132	118
d1, Uniform Delay [s]	5.21	5.16	35.85	1.76	36.06	36.06
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.47	0.88	7.62	0.26	5.11	5.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.39	0.76	0.38	0.64	0.64
d, Delay for Lane Group [s/veh]	5.69	6.05	43.46	2.02	41.17	41.80
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.40	2.53	2.40	0.33	1.79	1.62
50th-Percentile Queue Length [ft/ln]	59.96	63.21	60.09	8.13	44.71	40.48
95th-Percentile Queue Length [veh/ln]	4.32	4.55	4.33	0.59	3.22	2.91
95th-Percentile Queue Length [ft/ln]	107.92	113.77	108.17	14.63	80.48	72.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.80	6.05	43.46	2.02	41.17	41.80
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	5.81		4.75		41.46	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	6.95					
Intersection LOS	A					
Intersection V/C	0.386					

Emissions

Vehicle Miles Traveled [mph]	432.45	216.22	43.67	618.17	42.67	38.15
Stops [stops/h]	215.84	113.77	108.17	43.89	80.48	72.87
Fuel consumption [US gal/h]	18.66	9.44	3.87	22.41	2.94	2.64
CO [g/h]	1304.30	659.81	270.36	1566.41	205.47	184.64
NOx [g/h]	253.77	128.37	52.60	304.77	39.98	35.92
VOC [g/h]	302.29	152.92	62.66	363.03	47.62	42.79

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.276	2.080
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	425	1250	550
d_b, Bicycle Delay [s]	24.81	5.63	21.03
l_b,int, Bicycle LOS Score for Intersection	2.394	2.527	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	103.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.042

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	90	1120	7	600	1120	277	591	162	118	190	470	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	69	0	0	30	0	0	47
Total Hourly Volume [veh/h]	90	1120	5	600	1120	208	591	162	88	190	470	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	280	1	150	280	52	148	41	22	48	118	35
Total Analysis Volume [veh/h]	90	1120	5	600	1120	208	591	162	88	190	470	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	23	0	29	39	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	24	24	25	42	42	24	31	31	14	21	21
g / C, Green / Cycle	0.06	0.22	0.22	0.23	0.38	0.38	0.22	0.28	0.28	0.12	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.22	0.00	0.33	0.22	0.13	0.33	0.09	0.05	0.11	0.17	0.17
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	1900	1615	1810	1900	1751
c, Capacity [veh/h]	115	1134	354	411	1982	618	395	538	457	226	361	333
d1, Uniform Delay [s]	50.76	42.80	33.64	42.50	26.73	24.04	43.00	30.89	29.88	47.06	43.33	43.35
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.95	23.88	0.07	219.61	1.17	1.47	236.60	0.31	0.20	8.16	13.50	14.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.99	0.01	1.46	0.57	0.34	1.50	0.30	0.19	0.84	0.88	0.88
d, Delay for Lane Group [s/veh]	61.71	66.67	33.71	262.11	27.90	25.51	279.60	31.20	30.09	55.23	56.83	58.06
Lane Group LOS	E	E	C	F	C	C	F	C	C	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.72	12.17	0.11	35.76	7.49	3.90	36.21	3.29	1.73	5.44	9.44	8.83
50th-Percentile Queue Length [ft/ln]	68.07	304.30	2.72	893.91	187.32	97.47	905.28	82.26	43.26	135.95	235.88	220.78
95th-Percentile Queue Length [veh/ln]	4.90	17.89	0.20	54.46	11.98	7.02	55.40	5.92	3.12	9.26	14.47	13.70
95th-Percentile Queue Length [ft/ln]	122.53	447.34	4.90	1361.56	299.54	175.45	1385.10	148.08	77.88	231.56	361.81	342.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.71	66.67	33.71	262.11	27.90	25.51	279.60	31.20	30.09	55.23	57.23	58.06
Movement LOS	E	E	C	F	C	C	F	C	C	E	E	E
d_A, Approach Delay [s/veh]	66.17			100.53			205.65			56.90		
Approach LOS	E			F			F			E		
d_I, Intersection Delay [s/veh]	102.98											
Intersection LOS	F											
Intersection V/C	1.042											

Emissions

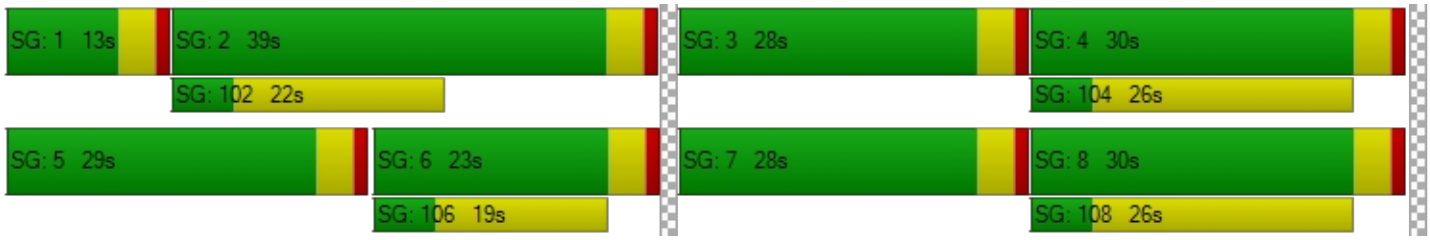
Vehicle Miles Traveled [mph]	26.03	323.90	1.45	115.21	215.07	39.94	66.61	18.26	9.92	23.99	40.09	37.05
Stops [stops/h]	89.11	1195.06	3.56	1170.22	735.64	127.60	1185.09	107.69	56.64	177.97	308.78	289.02
Fuel consumption [US gal/h]	3.13	41.16	0.13	50.50	22.88	4.04	50.64	2.99	1.58	5.17	8.89	8.33
CO [g/h]	218.80	2876.78	8.96	3529.69	1599.20	282.08	3539.64	209.24	110.65	361.40	621.12	582.30
NOx [g/h]	42.57	559.72	1.74	686.75	311.15	54.88	688.69	40.71	21.53	70.32	120.85	113.29
VOC [g/h]	50.71	666.72	2.08	818.04	370.63	65.37	820.35	48.49	25.64	83.76	143.95	134.95

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.223	3.547	2.853	2.800
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	345	636	473	473
d_b, Bicycle Delay [s]	37.64	25.57	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.229	2.658	2.997	2.259
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	47.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	204	190	137	99	300	203	133	2116	177	165	1480	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	51	0	0	44	0	0	13
Total Hourly Volume [veh/h]	204	190	103	99	300	152	133	2116	133	165	1480	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	48	26	25	75	38	33	529	33	41	370	9
Total Analysis Volume [veh/h]	204	190	103	99	300	152	133	2116	133	165	1480	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	6	29	0	5	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	39	0	14	36	0	25	52	0	15	42	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	37	37	8	32	32	11	48	48	11	48	48
g / C, Green / Cycle	0.11	0.31	0.31	0.07	0.27	0.27	0.09	0.40	0.40	0.09	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.11	0.08	0.08	0.05	0.08	0.09	0.07	0.41	0.08	0.09	0.29	0.02
s, saturation flow rate [veh/h]	1810	1900	1681	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	196	583	516	124	965	431	163	2070	646	166	2078	649
d1, Uniform Delay [s]	53.50	31.38	31.46	55.09	35.18	35.62	53.62	36.00	23.54	54.47	30.09	21.99
k, delay calibration	0.42	0.50	0.50	0.14	0.50	0.50	0.11	0.11	0.11	0.38	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	70.16	1.10	1.29	14.57	0.84	2.26	9.49	15.52	0.16	59.26	0.46	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.26	0.27	0.80	0.31	0.35	0.82	1.02	0.21	0.99	0.71	0.06
d, Delay for Lane Group [s/veh]	123.66	32.48	32.75	69.66	36.02	37.88	63.11	51.52	23.69	113.73	30.55	22.03
Lane Group LOS	F	C	C	E	D	D	E	F	C	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.57	3.44	3.16	3.38	3.53	3.77	4.21	21.35	2.34	7.50	11.08	0.61
50th-Percentile Queue Length [ft/ln]	239.27	85.99	79.00	84.50	88.19	94.35	105.22	533.81	58.60	187.44	277.05	15.23
95th-Percentile Queue Length [veh/ln]	14.89	6.19	5.69	6.08	6.35	6.79	7.57	29.39	4.22	11.99	16.54	1.10
95th-Percentile Queue Length [ft/ln]	372.17	154.79	142.20	152.09	158.74	169.83	189.33	734.79	105.48	299.70	413.54	27.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	123.66	32.53	32.75	69.66	36.02	37.88	63.11	51.52	23.69	113.73	30.55	22.03
Movement LOS	F	C	C	E	D	D	E	F	C	F	C	C
d_A, Approach Delay [s/veh]	69.98			42.58			50.61			38.52		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	47.65											
Intersection LOS	D											
Intersection V/C	0.707											

Emissions

Vehicle Miles Traveled [mph]	118.47	89.09	81.06	17.33	52.53	26.61	15.08	239.97	15.08	41.24	369.88	9.25
Stops [stops/h]	287.12	103.19	94.80	101.40	211.66	113.22	126.26	1921.72	70.32	224.92	997.38	18.27
Fuel consumption [US gal/h]	12.76	5.35	4.89	3.26	6.63	3.49	4.56	65.90	2.45	9.38	40.10	0.81
CO [g/h]	892.16	374.02	341.63	227.75	463.53	244.07	318.58	4606.65	171.39	655.35	2802.99	56.94
NOx [g/h]	173.58	72.77	66.47	44.31	90.19	47.49	61.98	896.29	33.35	127.51	545.36	11.08
VOC [g/h]	206.77	86.68	79.18	52.78	107.43	56.56	73.83	1067.63	39.72	151.88	649.62	13.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.707	2.778	3.784	3.663
Crosswalk LOS	B	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	800	633
d_b, Bicycle Delay [s]	30.10	32.27	21.60	28.02
l_b,int, Bicycle LOS Score for Intersection	1.998	2.056	2.894	2.492
Bicycle LOS	A	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	93	281	42	34	744	36	23	41	144	291	53	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	9	0	0	36	0	0	7
Total Hourly Volume [veh/h]	93	281	31	34	744	27	23	41	108	291	53	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	70	8	9	186	7	6	10	27	73	13	5
Total Analysis Volume [veh/h]	93	281	31	34	744	27	23	41	108	291	53	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	9	26	0	16	26	0	19	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	37	37	3	35	35	2	10	10	15	22	22
g / C, Green / Cycle	0.06	0.46	0.46	0.03	0.43	0.43	0.03	0.12	0.12	0.18	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.05	0.08	0.08	0.02	0.20	0.20	0.01	0.02	0.07	0.16	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1835	1810	1900	1877	1810	1900	1615	1810	1900	1722
c, Capacity [veh/h]	113	880	850	60	824	814	47	231	196	329	528	478
d1, Uniform Delay [s]	37.06	12.58	12.59	38.09	16.11	16.11	38.44	31.54	33.07	31.90	21.30	21.32
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.31	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.66	0.45	0.47	7.98	1.92	1.95	7.66	0.36	2.39	18.89	0.06	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.18	0.18	0.56	0.47	0.47	0.49	0.18	0.55	0.88	0.07	0.08
d, Delay for Lane Group [s/veh]	57.73	13.03	13.06	46.07	18.03	18.06	46.10	31.90	35.46	50.78	21.36	21.38
Lane Group LOS	E	B	B	D	B	B	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.34	1.55	1.52	0.75	4.83	4.78	0.53	0.71	2.03	6.95	0.51	0.48
50th-Percentile Queue Length [ft/ln]	58.55	38.66	37.92	18.87	120.67	119.38	13.30	17.79	50.77	173.81	12.80	12.07
95th-Percentile Queue Length [veh/ln]	4.22	2.78	2.73	1.36	8.43	8.36	0.96	1.28	3.66	11.28	0.92	0.87
95th-Percentile Queue Length [ft/ln]	105.40	69.59	68.25	33.96	210.75	208.98	23.94	32.01	91.39	281.92	23.04	21.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.73	13.04	13.06	46.07	18.04	18.06	46.10	31.90	35.46	50.78	21.36	21.38
Movement LOS	E	B	B	D	B	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	23.30			19.23			36.03			44.82		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	27.17											
Intersection LOS	C											
Intersection V/C	0.483											

Emissions

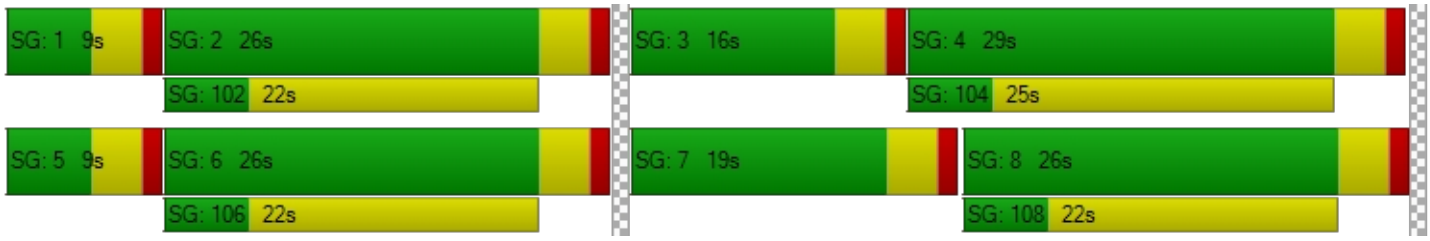
Vehicle Miles Traveled [mph]	46.22	78.42	76.63	19.74	225.21	222.53	1.01	1.81	4.76	145.94	19.12	17.99
Stops [stops/h]	105.40	69.59	68.25	33.96	217.21	214.89	23.94	32.01	91.39	312.86	23.04	21.73
Fuel consumption [US gal/h]	3.99	3.97	3.89	1.42	11.84	11.71	0.43	0.58	1.65	10.92	1.07	1.01
CO [g/h]	278.70	277.63	271.58	99.10	827.87	818.37	30.37	40.25	115.20	763.51	74.65	70.27
NOx [g/h]	54.22	54.02	52.84	19.28	161.07	159.23	5.91	7.83	22.41	148.55	14.52	13.67
VOC [g/h]	64.59	64.34	62.94	22.97	191.87	189.67	7.04	9.33	26.70	176.95	17.30	16.29

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.778	2.644	2.435	2.417
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	625
d_b, Bicycle Delay [s]	21.03	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.903	2.231	1.731	1.867
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	100.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	16	225	133	78	389	29	19	140	205	355	67	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	7	0	0	51	0	0	32
Total Hourly Volume [veh/h]	16	225	100	78	389	22	19	140	154	355	67	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	56	25	20	97	6	5	35	39	89	17	24
Total Analysis Volume [veh/h]	16	225	100	78	389	22	19	140	154	355	67	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	18	26	0	24	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	39	39	5	42	42	2	11	11	19	28	28
g / C, Green / Cycle	0.02	0.43	0.43	0.06	0.47	0.47	0.02	0.12	0.12	0.21	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.09	0.09	0.04	0.11	0.01	0.01	0.04	0.10	0.20	0.02	0.06
s, saturation flow rate [veh/h]	1810	1900	1708	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	35	817	735	101	1688	754	42	440	197	389	1134	506
d1, Uniform Delay [s]	43.69	16.03	16.10	41.93	14.34	12.98	43.40	36.11	38.37	34.52	21.62	22.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.35	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.38	0.57	0.67	11.82	0.32	0.07	7.52	0.41	6.70	21.67	0.02	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.21	0.21	0.77	0.23	0.03	0.45	0.32	0.78	0.91	0.06	0.19
d, Delay for Lane Group [s/veh]	53.06	16.60	16.77	53.76	14.66	13.05	50.91	36.52	45.07	56.19	21.64	22.72
Lane Group LOS	D	B	B	D	B	B	D	D	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.44	2.21	2.10	1.96	2.20	0.23	0.49	1.37	3.50	9.44	0.47	1.40
50th-Percentile Queue Length [ft/ln]	10.98	55.37	52.59	49.12	54.96	5.81	12.21	34.14	87.48	235.88	11.68	34.91
95th-Percentile Queue Length [veh/ln]	0.79	3.99	3.79	3.54	3.96	0.42	0.88	2.46	6.30	14.47	0.84	2.51
95th-Percentile Queue Length [ft/ln]	19.77	99.67	94.66	88.42	98.93	10.46	21.97	61.45	157.46	361.82	21.02	62.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.06	16.64	16.77	53.76	14.66	13.05	50.91	36.52	45.07	56.19	21.64	22.72
Movement LOS	D	B	B	D	B	B	D	D	D	E	C	C
d_A, Approach Delay [s/veh]	18.39			20.83			41.60			45.56		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	31.95											
Intersection LOS	C											
Intersection V/C	0.427											

Emissions

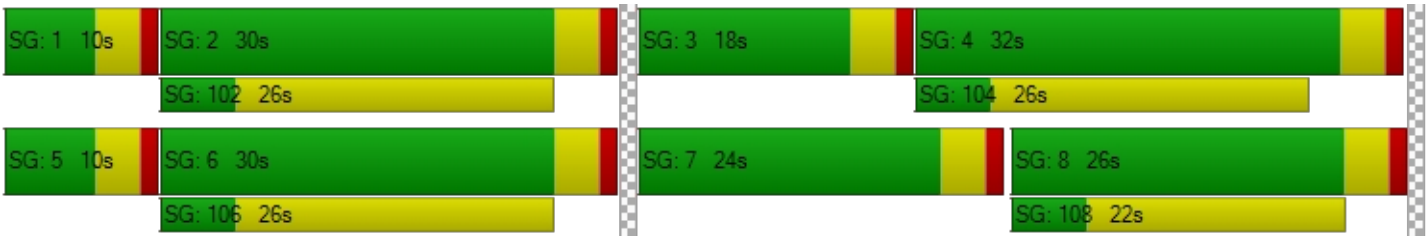
Vehicle Miles Traveled [mph]	8.00	83.78	78.68	38.76	193.32	10.93	3.17	23.37	25.70	152.81	28.84	40.89
Stops [stops/h]	17.57	88.60	84.14	78.60	175.87	9.29	19.53	109.24	139.97	377.41	37.38	55.86
Fuel consumption [US gal/h]	0.60	4.50	4.24	3.16	9.97	0.55	0.55	3.20	4.03	13.99	1.75	2.54
CO [g/h]	41.88	314.87	296.44	220.83	697.19	38.36	38.33	223.65	281.96	977.89	122.21	177.23
NOx [g/h]	8.15	61.26	57.68	42.97	135.65	7.46	7.46	43.51	54.86	190.26	23.78	34.48
VOC [g/h]	9.71	72.97	68.70	51.18	161.58	8.89	8.88	51.83	65.35	226.63	28.32	41.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.606	2.787	2.643	2.719
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	622
d_b, Bicycle Delay [s]	22.76	22.76	25.69	21.36
l_b,int, Bicycle LOS Score for Intersection	1.868	1.969	1.860	2.013
Bicycle LOS	A	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	39.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	190	826	71	137	923	247	339	982	133	98	621	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	62	0	0	33	0	0	17
Total Hourly Volume [veh/h]	190	826	53	137	923	185	339	982	100	98	621	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	207	13	34	231	46	85	246	25	25	155	13
Total Analysis Volume [veh/h]	190	826	53	137	923	185	339	982	100	98	621	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	26	0	15	26	0	23	37	0	12	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	28	28	8	26	26	19	31	31	6	18	18
g / C, Green / Cycle	0.12	0.32	0.32	0.09	0.29	0.29	0.21	0.34	0.34	0.07	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.11	0.16	0.16	0.08	0.26	0.11	0.19	0.29	0.29	0.05	0.18	0.18
s, saturation flow rate [veh/h]	1810	3618	1842	1810	3618	1615	1810	1900	1839	1810	1900	1850
c, Capacity [veh/h]	221	1143	582	171	1043	466	373	650	629	126	391	381
d1, Uniform Delay [s]	38.74	25.09	25.10	39.92	30.60	25.74	34.92	27.38	27.45	41.18	34.58	34.59
k, delay calibration	0.29	0.50	0.50	0.13	0.50	0.50	0.35	0.27	0.27	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.25	1.62	3.17	9.72	10.95	2.52	21.88	7.31	7.91	9.82	11.95	12.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.51	0.51	0.80	0.88	0.40	0.91	0.84	0.85	0.78	0.87	0.87
d, Delay for Lane Group [s/veh]	59.99	26.71	28.27	49.64	41.55	28.27	56.79	34.69	35.36	51.00	46.53	46.92
Lane Group LOS	E	C	C	D	D	C	E	C	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.21	4.95	5.30	3.29	10.40	3.30	9.25	11.59	11.42	2.43	8.24	8.07
50th-Percentile Queue Length [ft/ln]	130.18	123.64	132.51	82.25	259.94	82.44	231.21	289.77	285.52	60.80	206.04	201.85
95th-Percentile Queue Length [veh/ln]	8.95	8.59	9.08	5.92	15.69	5.94	14.24	17.17	16.96	4.38	12.95	12.73
95th-Percentile Queue Length [ft/ln]	223.75	214.82	226.90	148.04	392.14	148.40	355.89	429.35	424.08	109.44	323.75	318.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.99	27.17	28.27	49.64	41.55	28.27	56.79	34.99	35.36	51.00	46.70	46.92
Movement LOS	E	C	C	D	D	C	E	C	D	D	D	D
d_A, Approach Delay [s/veh]	33.06			40.47			40.22			47.27		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	39.79											
Intersection LOS	D											
Intersection V/C	0.727											

Emissions

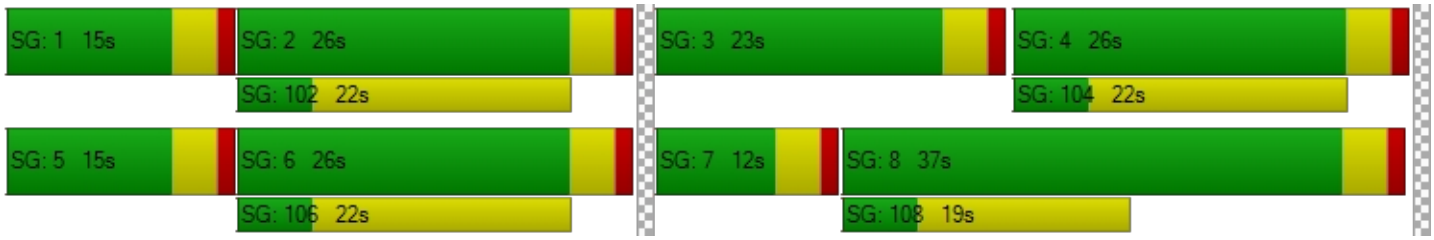
Vehicle Miles Traveled [mph]	13.61	41.70	21.28	39.62	266.93	53.50	31.42	50.79	49.50	11.62	40.36	39.34
Stops [stops/h]	208.30	395.66	212.01	131.60	831.80	131.91	369.93	463.63	456.83	97.28	329.67	322.95
Fuel consumption [US gal/h]	5.38	9.51	5.07	4.38	27.30	4.54	7.90	9.29	9.17	2.19	7.24	7.10
CO [g/h]	375.77	664.87	354.67	306.03	1908.01	317.21	552.04	649.42	640.69	153.19	506.06	495.95
NOx [g/h]	73.11	129.36	69.01	59.54	371.23	61.72	107.41	126.35	124.66	29.81	98.46	96.49
VOC [g/h]	87.09	154.09	82.20	70.93	442.20	73.52	127.94	150.51	148.49	35.50	117.28	114.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.026	3.214	2.920	2.775
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	733	489
d_b, Bicycle Delay [s]	25.69	25.69	18.05	25.69
l_b,int, Bicycle LOS Score for Intersection	2.157	2.638	2.759	2.209
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	0.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	90	81	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	112	108	108	0	0	0
g / C, Green / Cycle	0.00	0.93	0.90	0.90	0.00	0.00	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.09	0.09	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1900	1615
c, Capacity [veh/h]	0	4826	4653	1452	2	2	1
d1, Uniform Delay [s]	0.00	0.30	0.67	0.00	0.00	0.00	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.04	0.04	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.09	0.10	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.34	0.71	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A
Critical Lane Group	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.02	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.42	0.46	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.76	0.82	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.34	0.71	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	0.34		0.71		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	A					
Intersection V/C	0.089					

Emissions

Vehicle Miles Traveled [mph]	0.00	68.53	29.64	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	1.52	1.65	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	2.40	1.10	0.00	0.00	0.00	0.00
CO [g/h]	0.00	167.66	77.13	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	32.62	15.01	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	38.86	17.88	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.798	2.798	2.315
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	1283	433
d_b, Bicycle Delay [s]	4.82	7.70	36.82
l_b,int, Bicycle LOS Score for Intersection	1.804	1.813	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	838	800	800	800	800
Degree of Utilization, x	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00
Approach Delay [s/veh]	0.00	0.00		0.00	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	0.00				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.176

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	172	5	125	303	73	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	5	125	303	73	83
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	1	31	76	18	21
Total Analysis Volume [veh/h]	172	5	125	303	73	83
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.18	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	7.80	0.00	15.55	9.09
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.29	0.00	0.63	0.28
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.28	0.00	15.82	7.06
d_A, Approach Delay [s/veh]	0.00		2.28		12.12	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.76					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.30	0.00	0.00	8.30	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30			8.30			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS												

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	9.00	8.30	8.50	9.00	8.30	7.20	0.00	0.00	7.20	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60			8.60			2.40			2.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS												

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.44
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.44
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	445	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	115	0	0	0
Total Analysis Volume [veh/h]	0	445	461	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.04	0.00	0.00	0.00	0.00	10.44
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	39.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	127	0	31	54	584	0	0	465	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	127	0	31	54	584	0	0	465	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	32	0	8	14	146	0	0	116	15
Total Analysis Volume [veh/h]	0	0	0	127	0	31	54	584	0	0	465	61
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.56	0.00	0.04	0.05	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	22.43	25.84	10.07	39.81	43.88	28.75	8.61	0.00	0.00	8.60	0.00	0.00
Movement LOS	C	D	B	E	E	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	3.58	3.58	3.58	0.16	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	89.41	89.41	89.41	4.06	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.45			37.64			0.73			0.00		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	4.85											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	31.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	95	0	75	59	407	0	0	496	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	95	0	75	59	407	0	0	496	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	24	0	19	15	102	0	0	124	25
Total Analysis Volume [veh/h]	0	0	0	95	0	75	59	407	0	0	496	101
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.40	0.00	0.11	0.06	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.66	23.43	9.45	31.13	33.01	20.91	8.87	0.00	0.00	8.10	0.00	0.00
Movement LOS	C	C	A	D	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.76	2.76	2.76	0.19	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	69.06	69.06	69.06	4.75	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.51			26.62			1.12			0.00		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	4.09											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	22	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	6	0	0	0
Total Analysis Volume [veh/h]	0	0	22	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.61	8.35	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	22	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	6	0	0	0
Total Analysis Volume [veh/h]	0	0	22	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.35	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.35		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	52	52	0
g / C, Green / Cycle	0.87	0.87	0.87	0.87	0.87	0.00
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1440	1900	1900	1440	3618	1615
c, Capacity [veh/h]	1299	1640	1640	1299	3123	5
d1, Uniform Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A		A
d_A, Approach Delay [s/veh]	0.00			0.00		0.00	
Approach LOS	A			A		A	
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						
Intersection V/C	0.000						

Emissions

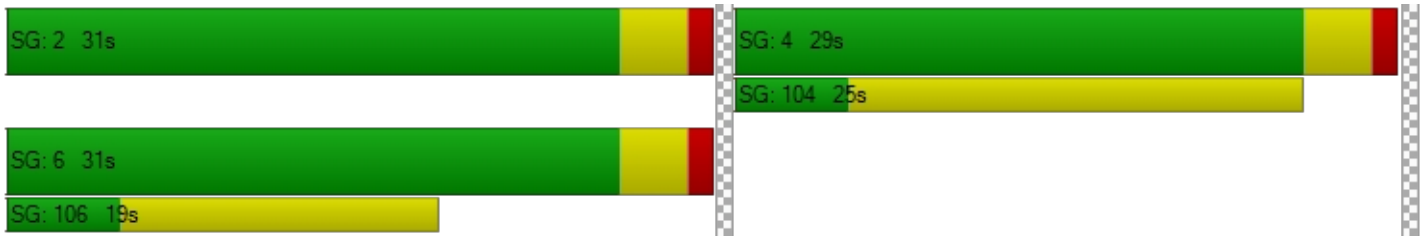
Vehicle Miles Traveled [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Stops [stops/h]	0.00	0.00	0.00	0.00	0.00	0.00
Fuel consumption [US gal/h]	0.00	0.00	0.00	0.00	0.00	0.00
CO [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
NOx [g/h]	0.00	0.00	0.00	0.00	0.00	0.00
VOC [g/h]	0.00	0.00	0.00	0.00	0.00	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.281	2.281	1.921
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	0.00	0.00	7.20	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		0.00		3.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	8.50	8.30
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	111	0	0	0	0	0	0	107	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	111	0	0	0	0	0	0	107	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	28	0	0	0	0	0	0	27	0	0
Total Analysis Volume [veh/h]	0	0	111	0	0	0	0	0	0	107	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.41	0.00	0.00	8.80	0.00	8.30	9.28	9.77	9.02
Movement LOS	A	A	A	A	A	A	A		A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.52	9.52	9.52
d_A, Approach Delay [s/veh]	0.00			2.47			8.55			9.28		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.56											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.20	0.00	0.00	8.50	0.00	8.30	8.50	0.00	8.30
Movement LOS	A	A	A	A	A	A	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.40			2.40			8.40			8.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.40											
Intersection LOS												

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.20	0.00	0.00	8.30
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.60		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.30
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.30	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.77					
Intersection LOS						

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.30	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.40		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

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Harvest Landing

Vistro File: C:\...\Harvest Landing_GP.vistro
Report File: C:\...\GP PP AM.pdf

Scenario 3 GP PP AM
2/21/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	WB Left	1.563	358.2	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	SB Left	1.394	331.2	F
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	0.807	41.1	D
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	SB Right	1.181	159.3	F
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.981	84.6	F
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	EB Left	0.821	33.9	C
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	NB Left	0.668	44.8	D
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	EB Left	0.655	33.5	C
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	WB Left	0.675	33.3	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	NB Right	1.320	87.5	F
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	0.787	43.2	D
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	EB Thru	1.376	129.7	F
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.734	52.4	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	0.898	44.0	D
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	WB Right	0.519	24.6	C
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	WB Left	0.520	18.1	B
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.819	59.6	E
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.779	54.8	D
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	4.698	1,830.5	F
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	1.103	61.0	F
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.770	125.9	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Left	1.355	98.9	F
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	1.149	51.0	D
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	WB Thru	0.795	60.9	E
25	Nuevo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.811	66.6	E
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	EB Left	0.902	75.3	E
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	0.981	31.9	D
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	NB Right	1.126	101.4	F
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	EB Right	0.525	17.8	B
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	SB Thru	1.035	48.8	E
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.638	12.4	B
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	EB Left	1.108	135.8	F
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.671	49.0	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	SB Left	0.326	25.7	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	EB Left	0.348	22.5	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.865	67.6	E
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	NB Left	0.238	10.2	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.195	8.4	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.514	31.4	D
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.009	8.5	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.114	12.7	B
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.078	12.1	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.011	8.6	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.073	11.4	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.126	11.9	B
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	0.659	105.2	F
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Right	0.034	11.1	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.027	13.2	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.017	8.9	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.083	3.2	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.005	8.9	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.020	19.9	C
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	9.1	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.034	9.1	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.013	10.3	B
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.7	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.003	8.9	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.084	10.6	B
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.035	10.9	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.9	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.008	8.9	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.004	9.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	358.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.563

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	1192	1825	403	274	2268	300	50	415	116	452	1336	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	12	12	0	31	0	0	0	13	20	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	104	0	0	75	0	0	32	0	0	44
Total Hourly Volume [veh/h]	1196	1837	311	274	2299	225	50	415	97	472	1336	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	299	459	78	69	575	56	13	104	24	118	334	33
Total Analysis Volume [veh/h]	1196	1837	311	274	2299	225	50	415	97	472	1336	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	0	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	36	47	0	18	29	0	9	39	0	16	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	43	43	14	25	25	4	35	35	12	43	43
g / C, Green / Cycle	0.27	0.36	0.36	0.12	0.21	0.21	0.04	0.29	0.29	0.10	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.66	0.35	0.19	0.15	0.46	0.48	0.03	0.14	0.14	0.26	0.39	0.40
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1817	1810	1900	1778	1810	1900	1842
c, Capacity [veh/h]	483	1862	581	211	759	381	65	551	516	181	673	652
d1, Uniform Delay [s]	44.00	38.12	30.46	53.00	47.41	47.41	57.33	35.09	35.15	54.00	38.75	38.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	671.54	17.90	3.51	164.35	537.98	579.67	16.80	0.64	0.70	739.58	61.89	74.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.48	0.99	0.54	1.30	2.19	2.27	0.77	0.48	0.48	2.61	1.09	1.12
d, Delay for Lane Group [s/veh]	715.54	56.02	33.96	217.35	585.39	627.08	74.13	35.73	35.85	793.58	100.65	113.39
Lane Group LOS	F	E	C	F	F	F	E	D	D	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	103.75	19.98	7.42	15.82	67.66	72.36	1.77	6.23	5.91	42.49	30.26	31.64
50th-Percentile Queue Length [ft/ln]	2593.79	499.41	185.50	395.57	1691.38	1809.02	44.35	155.69	147.82	1062.24	756.41	791.00
95th-Percentile Queue Length [veh/ln]	163.42	27.31	11.89	24.71	105.88	113.19	3.19	10.32	9.90	66.07	41.68	44.21
95th-Percentile Queue Length [ft/ln]	4085.51	682.66	297.18	617.71	2646.95	2829.63	79.82	258.00	247.52	1651.72	1041.99	1105.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	715.54	56.02	33.96	217.35	597.00	627.08	74.13	35.77	35.85	793.58	106.39	113.39
Movement LOS	F	E	C	F	F	F	E	D	D	F	F	F
d_A, Approach Delay [s/veh]	289.85			562.24			39.20			274.14		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	358.21											
Intersection LOS	F											
Intersection V/C	1.563											

Emissions

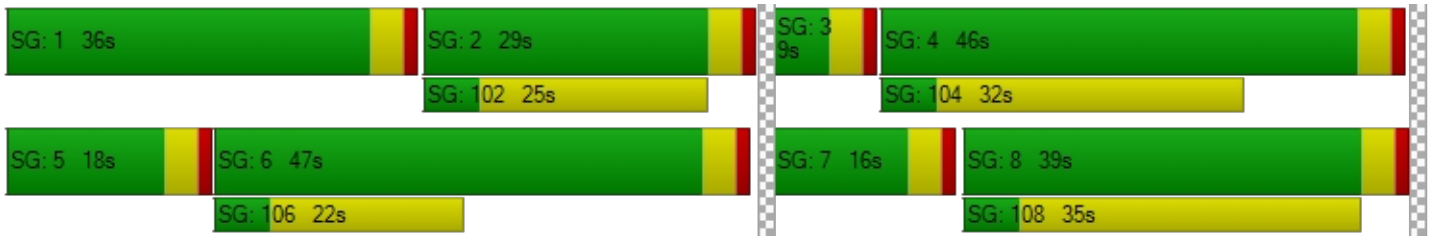
Vehicle Miles Traveled [mph]	599.25	920.42	155.83	17.07	103.35	53.89	3.49	18.37	17.38	31.04	48.25	48.23
Stops [stops/h]	3112.55	1797.89	222.60	474.69	4059.31	2170.83	53.22	186.82	177.38	1274.68	907.69	949.20
Fuel consumption [US gal/h]	233.35	74.84	10.26	18.60	251.60	139.20	1.54	4.86	4.62	93.12	27.96	30.37
CO [g/h]	16311.2	5231.56	717.07	1300.42	17586.6	9729.82	107.33	340.04	322.78	6508.98	1954.69	2123.10
NOx [g/h]	3173.58	1017.87	139.52	253.02	3421.72	1893.07	20.88	66.16	62.80	1266.41	380.31	413.08
VOC [g/h]	3780.29	1212.46	166.19	301.39	4075.87	2254.98	24.88	78.81	74.81	1508.52	453.02	492.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	4.049	3.747	3.363	3.281
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	417	583	700
d_b, Bicycle Delay [s]	24.70	37.60	30.10	25.35
l_b,int, Bicycle LOS Score for Intersection	3.456	3.140	2.050	3.196
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	331.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.394

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	114	2201	215	160	2612	32	1188	879	978	310	199	272
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	28	9	0	63	0	0	0	18	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	56	0	0	8	0	0	249	0	0	68
Total Hourly Volume [veh/h]	122	2229	168	160	2675	24	1188	879	747	323	199	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	557	42	40	669	6	297	220	187	81	50	51
Total Analysis Volume [veh/h]	122	2229	168	160	2675	24	1188	879	747	323	199	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	0	29	0	0	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	35	0	10	36	0	0	42	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	31	31	6	32	32	43	43	43	24	24	24
g / C, Green / Cycle	0.04	0.26	0.26	0.05	0.27	0.27	0.36	0.36	0.36	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.66	0.46	0.46	0.18	0.10	0.13
s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1891	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	75	940	477	90	970	507	646	678	576	362	380	323
d1, Uniform Delay [s]	57.50	44.40	44.40	57.00	43.90	43.90	38.59	38.59	38.59	46.75	42.90	43.96
k, delay calibration	0.11	0.50	0.50	0.36	0.50	0.50	0.50	0.50	0.50	0.21	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	291.56	311.14	329.55	375.78	374.70	381.73	384.06	144.24	145.88	13.57	1.12	2.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.62	1.68	1.71	1.77	1.82	1.83	1.84	1.30	1.30	0.89	0.52	0.63
d, Delay for Lane Group [s/veh]	349.06	355.54	373.96	432.78	418.60	425.64	422.66	182.83	184.47	60.32	44.02	46.00
Lane Group LOS	F	F	F	F	F	F	F	F	F	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.34	54.06	57.23	12.12	64.33	68.26	87.02	46.21	39.54	10.54	5.30	5.63
50th-Percentile Queue Length [ft/ln]	208.48	1351.47	1430.80	303.01	1608.32	1706.54	2175.50	1155.30	988.54	263.44	132.61	140.77
95th-Percentile Queue Length [veh/ln]	14.48	83.52	88.45	20.22	100.20	106.00	136.39	67.31	58.36	15.86	9.08	9.52
95th-Percentile Queue Length [ft/ln]	361.89	2087.95	2211.26	505.55	2505.00	2649.96	3409.77	1682.80	1459.10	396.53	227.04	238.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	349.06	360.90	373.96	432.78	420.98	425.64	422.66	182.83	184.47	60.32	44.02	46.00
Movement LOS	F	F	F	F	F	F	F	F	F	E	D	D
d_A, Approach Delay [s/veh]	361.19			421.68			284.52			51.83		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	331.21											
Intersection LOS	F											
Intersection V/C	1.394											

Emissions

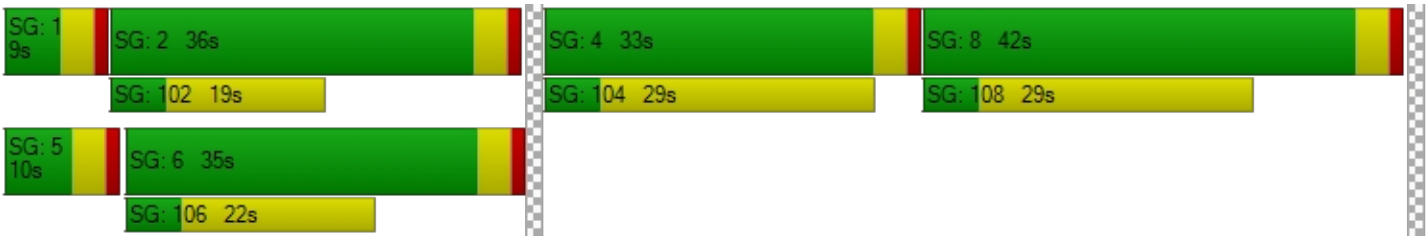
Vehicle Miles Traveled [mph]	200.71	2600.62	1342.80	80.17	886.76	465.56	99.24	73.43	62.40	38.41	23.66	24.26
Stops [stops/h]	250.17	3243.53	1716.97	363.62	3859.98	2047.85	2610.60	1386.35	1186.25	316.13	159.14	168.93
Fuel consumption [US gal/h]	18.65	243.82	129.48	21.36	229.12	121.89	131.36	48.95	41.93	8.45	4.19	4.44
CO [g/h]	1303.95	17042.9	9050.42	1492.86	16015.3	8519.78	9181.89	3421.45	2930.56	590.36	293.11	310.20
NOx [g/h]	253.70	3315.95	1760.88	290.46	3116.00	1657.64	1786.46	665.69	570.18	114.86	57.03	60.35
VOC [g/h]	302.20	3949.88	2097.52	345.98	3711.71	1974.54	2127.99	792.95	679.19	136.82	67.93	71.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	4.061	3.990	3.611	2.947
Crosswalk LOS	D	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	533	633	483
d_b, Bicycle Delay [s]	33.00	32.27	28.02	34.50
l_b,int, Bicycle LOS Score for Intersection	2.976	3.136	6.614	2.870
Bicycle LOS	C	C	F	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	41.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	181	2251	0	137	2070	366	305	153	74	0	276	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	44	4	0	94	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	92	0	0	22	0	0	84
Total Hourly Volume [veh/h]	185	2295	3	137	2164	274	305	153	65	13	276	252
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	574	1	34	541	69	76	38	16	3	69	63
Total Analysis Volume [veh/h]	185	2295	3	137	2164	274	305	153	65	13	276	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	21	52	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	52	52	5	51	51	17	35	35	2	20	20
g / C, Green / Cycle	0.05	0.47	0.47	0.05	0.46	0.46	0.15	0.32	0.32	0.02	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.05	0.44	0.00	0.04	0.42	0.17	0.17	0.04	0.04	0.00	0.05	0.16
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	192	2445	763	160	2398	748	280	1162	519	54	942	294
d1, Uniform Delay [s]	51.90	27.50	15.33	52.15	27.22	19.07	46.50	26.46	26.40	53.52	38.87	43.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	22.86	8.57	0.01	12.31	6.09	1.38	79.17	0.05	0.11	2.26	0.17	7.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.94	0.00	0.86	0.90	0.37	1.09	0.13	0.13	0.24	0.29	0.86
d, Delay for Lane Group [s/veh]	74.76	36.07	15.34	64.45	33.30	20.45	125.67	26.51	26.51	55.78	39.04	50.74
Lane Group LOS	E	D	B	E	C	C	F	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	19.18	0.04	2.10	17.24	4.52	13.52	1.38	1.18	0.19	2.10	6.99
50th-Percentile Queue Length [ft/ln]	77.03	479.46	0.99	52.45	431.05	112.93	337.90	34.51	29.48	4.75	52.46	174.63
95th-Percentile Queue Length [veh/ln]	5.55	26.36	0.07	3.78	24.05	8.00	20.36	2.48	2.12	0.34	3.78	11.32
95th-Percentile Queue Length [ft/ln]	138.66	659.01	1.78	94.41	601.30	200.07	509.07	62.12	53.06	8.55	94.43	282.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.76	36.07	15.34	64.45	33.30	20.45	125.67	26.51	26.51	55.78	39.04	50.74
Movement LOS	E	D	B	E	C	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	38.93			33.59			84.34			44.89		
Approach LOS	D			C			F			D		
d_I, Intersection Delay [s/veh]	41.09											
Intersection LOS	D											
Intersection V/C	0.807											

Emissions

Vehicle Miles Traveled [mph]	69.01	856.13	1.12	225.39	3560.10	450.77	45.63	22.89	9.72	1.58	33.53	30.61
Stops [stops/h]	201.69	1882.96	1.30	137.32	1692.87	147.84	442.34	90.36	38.59	12.44	206.04	228.60
Fuel consumption [US gal/h]	7.69	69.60	0.06	11.23	157.75	18.43	14.86	2.73	1.16	0.36	5.90	6.49
CO [g/h]	537.35	4865.29	4.46	784.96	11026.3	1288.26	1038.91	191.07	81.35	24.91	412.66	453.90
NOx [g/h]	104.55	946.61	0.87	152.72	2145.33	250.65	202.14	37.18	15.83	4.85	80.29	88.31
VOC [g/h]	124.54	1127.58	1.03	181.92	2555.47	298.57	240.78	44.28	18.85	5.77	95.64	105.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.633	3.902	2.923	3.129
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	636	873	655
d_b, Bicycle Delay [s]	24.89	25.57	17.47	24.89
l_b,int, Bicycle LOS Score for Intersection	2.926	3.026	2.009	1.903
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	159.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.181

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	862	2475	56	45	2097	797	136	36	253	16	97	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	51	4	0	120	0	0	0	13	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	199	0	0	67	0	0	2
Total Hourly Volume [veh/h]	866	2526	45	45	2217	598	136	36	199	29	97	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	217	632	11	11	554	150	34	9	50	7	24	2
Total Analysis Volume [veh/h]	866	2526	45	45	2217	598	136	36	199	29	97	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	44	40	0	35	31	0	12	36	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	80	80	4	44	44	8	17	17	3	12	12
g / C, Green / Cycle	0.33	0.67	0.67	0.03	0.37	0.37	0.07	0.14	0.14	0.03	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.48	0.70	0.03	0.02	0.51	0.56	0.08	0.02	0.12	0.02	0.03	0.03
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1713	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	603	2408	1075	60	1323	626	121	269	229	47	192	187
d1, Uniform Delay [s]	40.00	20.06	6.90	57.50	38.06	38.06	56.00	45.05	50.40	57.86	49.86	49.89
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.42	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	205.47	32.79	0.07	16.52	184.34	250.58	113.67	0.22	9.69	12.58	0.75	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.44	1.05	0.04	0.75	1.40	1.54	1.13	0.13	0.87	0.62	0.27	0.28
d, Delay for Lane Group [s/veh]	245.47	52.85	6.97	74.02	222.40	288.64	169.67	45.27	60.09	70.44	50.62	50.68
Lane Group LOS	F	F	A	E	F	F	F	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	51.31	38.20	0.37	1.60	52.20	60.94	7.43	0.95	6.40	1.03	1.48	1.47
50th-Percentile Queue Length [ft/ln]	1282.64	955.00	9.30	40.00	1304.91	1523.50	185.70	23.81	160.09	25.73	37.02	36.84
95th-Percentile Queue Length [veh/ln]	77.08	50.44	0.67	2.88	77.96	93.24	12.36	1.71	10.55	1.85	2.67	2.65
95th-Percentile Queue Length [ft/ln]	1927.10	1261.04	16.73	72.00	1949.11	2330.95	308.99	42.86	263.84	46.31	66.63	66.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	245.47	52.85	6.97	74.02	233.34	288.64	169.67	45.27	60.09	70.44	50.65	50.68
Movement LOS	F	F	A	E	F	F	F	D	E	E	D	D
d_A, Approach Delay [s/veh]	100.78			242.39			98.82			54.96		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	159.33											
Intersection LOS	F											
Intersection V/C	1.181											

Emissions

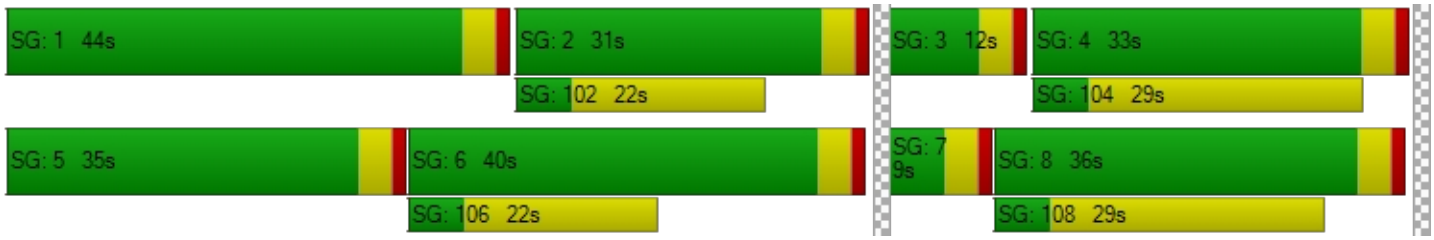
Vehicle Miles Traveled [mph]	435.97	1271.66	22.65	16.79	690.55	359.57	7.49	1.98	10.96	1.93	3.47	3.45
Stops [stops/h]	1539.17	2292.00	11.16	48.00	3131.77	1828.20	222.84	28.57	192.11	30.87	44.42	44.21
Fuel consumption [US gal/h]	77.33	99.25	0.98	1.85	146.37	91.66	6.66	0.62	4.30	0.72	1.00	1.00
CO [g/h]	5405.43	6937.74	68.44	129.31	10231.4	6407.11	465.27	43.48	300.26	50.42	70.14	69.79
NOx [g/h]	1051.70	1349.83	13.32	25.16	1990.66	1246.59	90.53	8.46	58.42	9.81	13.65	13.58
VOC [g/h]	1252.76	1607.89	15.86	29.97	2371.23	1484.91	107.83	10.08	69.59	11.69	16.26	16.17

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.877	4.089	2.910	2.381
Crosswalk LOS	D	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	450	533	483
d_b, Bicycle Delay [s]	29.40	36.04	32.27	34.50
l_b,int, Bicycle LOS Score for Intersection	4.408	3.242	1.921	1.671
Bicycle LOS	E	C	A	A

Sequence

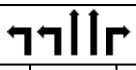
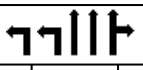
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	84.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	320	1646	127	190	1283	822	759	828	84	116	1365	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	12	0	145	0	0	8	0	23	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	206	0	0	21	0	0	44
Total Hourly Volume [veh/h]	320	1705	104	190	1428	616	759	836	63	139	1383	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	426	26	48	357	154	190	209	16	35	346	33
Total Analysis Volume [veh/h]	320	1705	104	190	1428	616	759	836	63	139	1383	132
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	38	0	6	39	0	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	47	0	11	44	0	26	52	0	10	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	43	43	7	40	40	22	48	48	6	32	32
g / C, Green / Cycle	0.08	0.36	0.36	0.06	0.33	0.33	0.18	0.40	0.40	0.05	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.33	0.06	0.05	0.39	0.38	0.22	0.16	0.04	0.04	0.28	0.28
s, saturation flow rate [veh/h]	3514	5176	1615	3514	3618	1615	3514	5176	1615	3514	3618	1816
c, Capacity [veh/h]	293	1855	579	205	1206	538	644	2070	646	176	965	484
d1, Uniform Delay [s]	55.00	36.84	26.40	56.25	40.00	40.00	49.00	25.76	22.48	56.38	44.00	44.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.49
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	53.86	8.89	0.68	16.14	91.58	85.14	85.01	0.13	0.07	7.74	27.29	52.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.09	0.92	0.18	0.93	1.18	1.14	1.18	0.40	0.10	0.79	1.05	1.05
d, Delay for Lane Group [s/veh]	108.86	45.73	27.08	72.38	131.58	125.14	134.01	25.89	22.54	64.12	71.29	96.95
Lane Group LOS	F	D	C	E	F	F	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.50	16.63	2.09	3.25	32.21	27.80	16.76	5.34	1.06	2.19	17.09	20.61
50th-Percentile Queue Length [ft/ln]	162.55	415.81	52.27	81.34	805.29	694.95	418.95	133.38	26.48	54.74	427.26	515.37
95th-Percentile Queue Length [veh/ln]	11.01	23.32	3.76	5.86	46.19	39.72	25.41	9.12	1.91	3.94	24.52	28.85
95th-Percentile Queue Length [ft/ln]	275.28	583.02	94.08	146.42	1154.67	993.01	635.25	228.08	47.67	98.53	612.89	721.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	108.86	45.73	27.08	72.38	131.58	125.14	134.01	25.89	22.54	64.12	78.24	96.95
Movement LOS	F	D	C	E	F	F	F	C	C	E	E	F
d_A, Approach Delay [s/veh]	54.31			124.77			75.26			78.55		
Approach LOS	D			F			E			E		
d_I, Intersection Delay [s/veh]	84.57											
Intersection LOS	F											
Intersection V/C	0.981											

Emissions

Vehicle Miles Traveled [mph]	158.98	847.06	51.67	95.65	718.90	310.11	189.69	208.93	15.74	15.10	109.50	55.03
Stops [stops/h]	390.11	1496.91	62.72	195.23	1932.69	833.93	1005.48	480.16	31.78	131.37	1025.42	618.44
Fuel consumption [US gal/h]	17.39	63.51	3.12	8.50	86.90	36.68	45.72	20.31	1.41	4.76	37.34	23.32
CO [g/h]	1215.39	4439.47	218.37	594.45	6074.50	2564.18	3195.57	1419.80	98.27	332.64	2609.81	1630.27
NOx [g/h]	236.47	863.76	42.49	115.66	1181.88	498.90	621.74	276.24	19.12	64.72	507.77	317.19
VOC [g/h]	281.68	1028.89	50.61	137.77	1407.82	594.27	740.60	329.05	22.78	77.09	604.85	377.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.534	3.962	3.729	3.443
Crosswalk LOS	D	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	667	800	533
d_b, Bicycle Delay [s]	24.70	26.67	21.60	32.27
l_b,int, Bicycle LOS Score for Intersection	2.750	3.573	2.483	2.494
Bicycle LOS	B	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	351	1962	8	15	1565	307	128	151	104	18	147	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	0	0	168	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	77	0	0	26	0	0	5
Total Hourly Volume [veh/h]	351	2033	6	15	1733	230	128	151	78	18	147	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	508	2	4	433	58	32	38	20	5	37	4
Total Analysis Volume [veh/h]	351	2033	6	15	1733	230	128	151	78	18	147	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	26	0	11	26	0	5	32	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	27	62	0	9	44	0	13	36	0	13	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	82	82	2	61	61	9	18	18	2	11	11
g / C, Green / Cycle	0.19	0.68	0.68	0.02	0.50	0.50	0.08	0.15	0.15	0.02	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.19	0.37	0.37	0.01	0.48	0.14	0.07	0.04	0.05	0.01	0.08	0.01
s, saturation flow rate [veh/h]	1810	3618	1897	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	347	2459	1289	30	1825	815	136	547	244	35	181	154
d1, Uniform Delay [s]	48.50	9.77	9.77	58.51	28.27	17.17	55.25	45.11	45.42	58.29	53.21	49.58
k, delay calibration	0.45	0.50	0.50	0.11	0.50	0.50	0.32	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.70	0.87	1.65	12.26	12.09	0.87	48.67	0.27	0.75	11.37	8.36	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.01	0.54	0.54	0.50	0.95	0.28	0.94	0.28	0.32	0.52	0.81	0.10
d, Delay for Lane Group [s/veh]	97.20	10.64	11.43	70.78	40.36	18.04	103.92	45.38	46.17	69.66	61.57	49.88
Lane Group LOS	F	B	B	E	D	B	F	D	D	E	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.72	7.83	8.50	0.55	25.72	3.85	5.65	2.01	2.11	0.65	4.73	0.45
50th-Percentile Queue Length [ft/ln]	368.08	195.63	212.40	13.86	642.88	96.20	141.34	50.13	52.87	16.20	118.29	11.24
95th-Percentile Queue Length [veh/ln]	21.15	12.41	13.28	1.00	34.03	6.93	9.55	3.61	3.81	1.17	8.30	0.81
95th-Percentile Queue Length [ft/ln]	528.83	310.33	331.91	24.95	850.80	173.17	238.82	90.23	95.17	29.15	207.47	20.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	97.20	10.91	11.43	70.78	40.36	18.04	103.92	45.38	46.17	69.66	61.57	49.88
Movement LOS	F	B	B	E	D	B	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	23.58			38.00			66.54			61.34		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	33.91											
Intersection LOS	C											
Intersection V/C	0.821											

Emissions

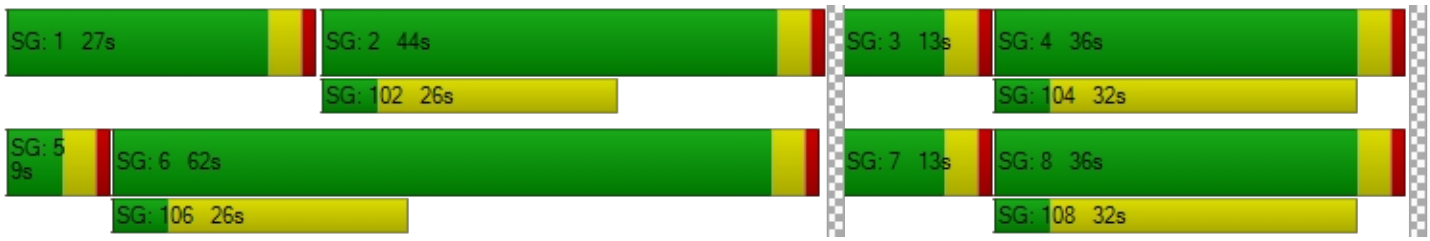
Vehicle Miles Traveled [mph]	68.92	262.58	137.78	7.45	860.97	114.27	64.20	75.73	39.12	4.83	39.42	4.29
Stops [stops/h]	441.70	469.52	254.88	16.64	1542.92	115.45	169.60	120.31	63.45	19.44	141.95	13.49
Fuel consumption [US gal/h]	14.80	17.73	9.52	0.61	58.20	6.19	6.43	5.19	2.70	0.59	4.41	0.43
CO [g/h]	1034.26	1239.60	665.72	42.97	4068.31	432.41	449.38	362.48	188.80	40.91	308.38	29.87
NOx [g/h]	201.23	241.18	129.53	8.36	791.55	84.13	87.43	70.53	36.73	7.96	60.00	5.81
VOC [g/h]	239.70	287.29	154.29	9.96	942.87	100.22	104.15	84.01	43.76	9.48	71.47	6.92

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.499	3.309	2.730	2.543
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	967	667	533	533
d_b, Bicycle Delay [s]	16.02	26.67	32.27	32.27
l_b,int, Bicycle LOS Score for Intersection	2.875	3.255	1.876	1.867
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	44.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	113	579	40	145	584	280	166	600	62	161	929	402
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	18	8	8	8	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	10	0	0	75	0	0	18	0	0	101
Total Hourly Volume [veh/h]	130	579	30	145	584	223	174	608	52	161	946	301
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	145	8	36	146	56	44	152	13	40	237	75
Total Analysis Volume [veh/h]	130	579	30	145	584	223	174	608	52	161	946	301
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	26	0	16	28	0	18	59	0	19	60	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	34	34	11	36	36	13	46	46	13	45	45
g / C, Green / Cycle	0.08	0.29	0.29	0.09	0.30	0.30	0.11	0.38	0.38	0.10	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.07	0.11	0.11	0.08	0.15	0.16	0.10	0.18	0.18	0.09	0.34	0.34
s, saturation flow rate [veh/h]	1810	3618	1853	1810	3618	1646	1810	1900	1848	1810	1900	1746
c, Capacity [veh/h]	151	1038	531	172	1080	492	201	721	701	190	709	652
d1, Uniform Delay [s]	54.32	34.33	34.35	53.41	34.83	34.93	52.43	28.03	28.04	52.74	35.66	35.97
k, delay calibration	0.28	0.50	0.50	0.25	0.50	0.50	0.28	0.11	0.11	0.21	0.26	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.55	1.09	2.15	21.79	1.73	3.88	23.15	0.47	0.48	17.34	10.51	13.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.39	0.39	0.84	0.51	0.52	0.86	0.46	0.46	0.85	0.91	0.92
d, Delay for Lane Group [s/veh]	82.87	35.42	36.50	75.20	36.55	38.81	75.57	28.50	28.52	70.07	46.17	49.04
Lane Group LOS	F	D	D	E	D	D	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.01	4.77	5.08	5.27	6.78	6.58	6.31	7.04	6.86	5.56	18.98	18.30
50th-Percentile Queue Length [ft/ln]	125.20	119.32	126.92	131.77	169.48	164.49	157.81	176.03	171.38	139.01	474.61	457.56
95th-Percentile Queue Length [veh/ln]	8.68	8.36	8.77	9.04	11.05	10.79	10.43	11.39	11.15	9.43	26.13	25.32
95th-Percentile Queue Length [ft/ln]	216.95	208.90	219.30	225.90	276.23	269.65	260.82	284.82	278.73	235.69	653.25	632.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	82.87	35.75	36.50	75.20	36.68	38.81	75.57	28.51	28.52	70.07	47.08	49.04
Movement LOS	F	D	D	E	D	D	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	44.07			43.04			38.33			50.13		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	44.77											
Intersection LOS	D											
Intersection V/C	0.668											

Emissions

Vehicle Miles Traveled [mph]	19.67	60.81	31.33	16.67	63.45	29.35	105.12	202.09	196.66	29.91	119.79	111.89
Stops [stops/h]	150.24	286.38	152.30	158.12	406.75	197.38	189.37	211.23	205.66	166.81	569.53	549.07
Fuel consumption [US gal/h]	4.37	7.89	4.16	4.37	10.37	5.01	8.63	11.49	11.19	5.40	17.24	16.67
CO [g/h]	305.63	551.40	290.54	305.41	725.05	349.91	603.48	803.39	781.96	377.11	1205.39	1165.41
NOx [g/h]	59.47	107.28	56.53	59.42	141.07	68.08	117.42	156.31	152.14	73.37	234.53	226.75
VOC [g/h]	70.83	127.79	67.34	70.78	168.04	81.09	139.86	186.19	181.23	87.40	279.36	270.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.914	3.121	2.992	3.132
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	400	917	933
d_b, Bicycle Delay [s]	40.02	38.40	17.60	17.07
l_b,int, Bicycle LOS Score for Intersection	1.972	2.124	2.263	2.805
Bicycle LOS	A	B	B	C

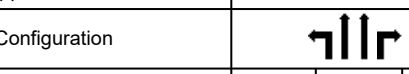
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	33.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	83	804	250	78	329	70	60	453	25	243	778	371
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	0	56	0	0	23	0	0	52	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	63	0	0	18	0	0	6	0	0	93
Total Hourly Volume [veh/h]	83	823	187	78	385	52	60	476	19	243	830	278
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	206	47	20	96	13	15	119	5	61	208	70
Total Analysis Volume [veh/h]	83	823	187	78	385	52	60	476	19	243	830	278
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	19	0	18	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	26	0	10	26	0	16	34	0	20	38	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	30	30	5	30	30	4	25	25	14	35	35
g / C, Green / Cycle	0.06	0.34	0.34	0.06	0.33	0.33	0.04	0.27	0.27	0.15	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.12	0.04	0.20	0.03	0.03	0.25	0.01	0.13	0.30	0.31
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	1900	1615	1810	1900	1740
c, Capacity [veh/h]	107	1222	546	101	635	540	81	521	443	280	730	668
d1, Uniform Delay [s]	41.75	25.54	22.32	41.93	25.00	20.60	42.49	31.64	23.99	37.15	24.47	24.61
k, delay calibration	0.12	0.50	0.50	0.11	0.50	0.50	0.11	0.23	0.11	0.19	0.20	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.53	2.98	1.71	11.82	4.25	0.35	12.63	12.92	0.04	13.22	3.57	4.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.67	0.34	0.77	0.61	0.10	0.74	0.91	0.04	0.87	0.79	0.80
d, Delay for Lane Group [s/veh]	54.29	28.52	24.03	53.76	29.25	20.95	55.12	44.56	24.03	50.37	28.05	28.85
Lane Group LOS	D	C	C	D	C	C	E	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.15	7.66	3.10	2.00	7.28	0.78	1.55	11.13	0.29	5.96	10.46	9.87
50th-Percentile Queue Length [ft/ln]	53.70	191.60	77.54	50.05	182.01	19.50	38.63	278.27	7.13	148.99	261.60	246.80
95th-Percentile Queue Length [veh/ln]	3.87	12.20	5.58	3.60	11.71	1.40	2.78	16.60	0.51	9.96	15.77	15.02
95th-Percentile Queue Length [ft/ln]	96.66	305.10	139.56	90.09	292.64	35.09	69.53	415.06	12.83	249.08	394.23	375.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.29	28.52	24.03	53.76	29.25	20.95	55.12	44.56	24.03	50.37	28.29	28.85
Movement LOS	D	C	C	D	C	C	E	D	C	D	C	C
d_A, Approach Delay [s/veh]	29.71			32.13			44.99			32.38		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	33.50											
Intersection LOS	C											
Intersection V/C	0.655											

Emissions

Vehicle Miles Traveled [mph]	36.48	361.73	82.19	6.14	30.31	4.09	3.97	31.48	1.26	35.41	83.76	77.69
Stops [stops/h]	85.92	613.12	124.06	80.08	291.22	31.19	61.80	445.24	11.41	238.38	418.56	394.88
Fuel consumption [US gal/h]	2.95	23.18	4.98	1.69	5.64	0.61	1.58	10.93	0.28	6.67	11.36	10.70
CO [g/h]	206.46	1619.98	348.12	118.10	394.05	42.80	110.26	764.06	19.42	466.11	793.78	748.15
NOx [g/h]	40.17	315.19	67.73	22.98	76.67	8.33	21.45	148.66	3.78	90.69	154.44	145.56
VOC [g/h]	47.85	375.45	80.68	27.37	91.33	9.92	25.55	177.08	4.50	108.03	183.97	173.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.887	2.734	2.762	3.091
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	667	756
d_b, Bicycle Delay [s]	25.69	25.69	20.00	17.42
l_b,int, Bicycle LOS Score for Intersection	2.513	2.439	2.485	2.751
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	33.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	102	1762	167	259	984	76	34	116	39	173	358	343
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	23	0	168	0	0	0	0	52	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	48	0	0	19	0	0	10	0	0	86
Total Hourly Volume [veh/h]	102	1833	142	259	1152	57	34	116	29	225	358	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	458	36	65	288	14	9	29	7	56	90	64
Total Analysis Volume [veh/h]	102	1833	142	259	1152	57	34	116	29	225	358	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	6	32	0	9	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	30	0	35	44	0	9	36	0	19	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	59	59	19	70	70	3	10	10	15	22	22
g / C, Green / Cycle	0.07	0.49	0.49	0.16	0.58	0.58	0.03	0.09	0.09	0.13	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.35	0.09	0.14	0.22	0.04	0.02	0.03	0.02	0.12	0.10	0.16
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	128	2557	798	291	3022	943	51	314	140	226	664	296
d1, Uniform Delay [s]	54.88	23.79	16.84	49.31	13.36	10.77	57.73	51.69	50.95	52.46	44.40	47.58
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.40	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.51	1.76	0.49	10.26	0.37	0.12	13.66	0.72	0.72	52.49	0.68	7.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.72	0.18	0.89	0.38	0.06	0.66	0.37	0.21	0.99	0.54	0.87
d, Delay for Lane Group [s/veh]	65.39	25.54	17.33	59.57	13.73	10.89	71.39	52.42	51.67	104.95	45.08	55.20
Lane Group LOS	E	C	B	E	B	B	E	D	D	F	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.34	12.99	2.18	8.21	5.18	0.64	1.19	1.64	0.82	9.88	4.76	7.86
50th-Percentile Queue Length [ft/ln]	83.44	324.64	54.41	205.20	129.59	16.00	29.84	41.07	20.55	246.90	119.10	196.49
95th-Percentile Queue Length [veh/ln]	6.01	18.90	3.92	12.91	8.92	1.15	2.15	2.96	1.48	15.03	8.34	12.46
95th-Percentile Queue Length [ft/ln]	150.19	472.38	97.95	322.67	222.94	28.80	53.71	73.92	36.99	375.75	208.59	311.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.39	25.54	17.33	59.57	13.73	10.89	71.39	52.42	51.67	104.95	45.08	55.20
Movement LOS	E	C	B	E	B	B	E	D	D	F	D	E
d_A, Approach Delay [s/veh]	26.94			21.71			55.90			64.21		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	33.25											
Intersection LOS	C											
Intersection V/C	0.675											

Emissions

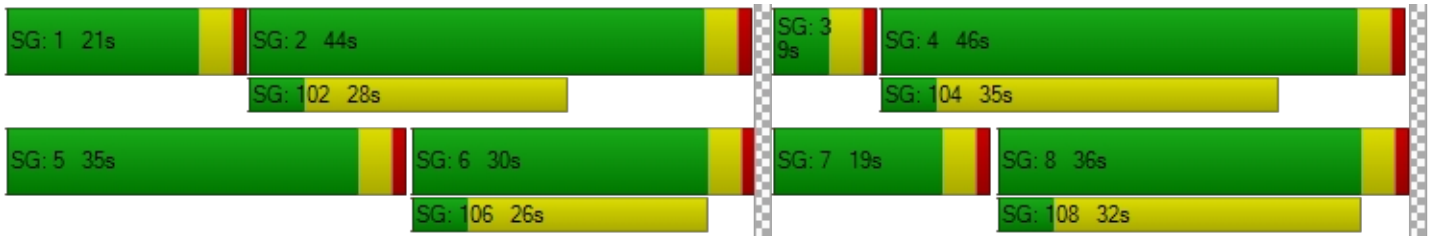
Vehicle Miles Traveled [mph]	42.34	760.81	58.94	77.36	344.07	17.02	2.40	8.20	2.05	41.41	65.89	47.30
Stops [stops/h]	100.13	1168.69	65.30	246.25	466.52	19.20	35.80	98.56	24.66	296.28	285.84	235.79
Fuel consumption [US gal/h]	4.05	50.14	3.33	8.85	20.81	0.95	1.02	2.74	0.68	9.91	9.10	7.44
CO [g/h]	283.32	3504.63	232.97	618.80	1454.83	66.31	71.40	191.80	47.66	692.56	635.86	520.03
NOx [g/h]	55.12	681.87	45.33	120.40	283.06	12.90	13.89	37.32	9.27	134.75	123.72	101.18
VOC [g/h]	65.66	812.23	53.99	143.41	337.17	15.37	16.55	44.45	11.05	160.51	147.37	120.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.456	3.444	2.659	2.954
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	667	533	700
d_b, Bicycle Delay [s]	36.82	26.67	32.27	25.35
l_b,int, Bicycle LOS Score for Intersection	2.728	2.377	1.716	2.324
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	87.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.320

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	137	485	1161	807	280	81	147	477	72	368	274	825
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	5	51	14	19	0	0	56	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	489	1161	807	285	132	161	496	72	368	330	825
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	122	290	202	71	33	40	124	18	92	83	206
Total Analysis Volume [veh/h]	137	489	1161	807	285	132	161	496	72	368	330	825
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	786	822	1161	807	677	677	722	508	529	529	562	586	614	614	825
Degree of Utilization, x	0.17	0.59	1.32	1.25	0.21	0.21	0.18	0.32	0.47	0.47	0.13	0.63	0.27	0.27	1.26

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.63	4.02	44.90	29.99	0.79	0.79	0.67	1.35	2.47	2.47	0.44	4.36	1.08	1.08	31.01
95th-Percentile Queue Length [ft]	15.73	100.46	1122.42	749.8	19.77	19.77	16.64	33.79	61.85	61.85	10.94	109.0	27.06	27.06	775.2
Approach Delay [s/veh]	112.22			96.86				14.33				85.89			
Approach LOS	F			F				B				F			
Intersection Delay [s/veh]	87.47														
Intersection LOS	F														

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	43.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	160	1521	22	37	1099	142	447	306	103	30	410	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	47	4	0	56	165	47	29	15	5	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	7	0	0	77	0	0	30	0	0	30
Total Hourly Volume [veh/h]	173	1568	19	37	1155	230	494	335	88	35	511	88
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	392	5	9	289	58	124	84	22	9	128	22
Total Analysis Volume [veh/h]	173	1568	19	37	1155	230	494	335	88	35	511	88
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	49	49	3	41	41	28	39	39	3	14	14
g / C, Green / Cycle	0.10	0.44	0.44	0.03	0.37	0.37	0.25	0.35	0.35	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.30	0.01	0.02	0.32	0.14	0.27	0.09	0.05	0.02	0.10	0.05
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	2287	714	56	1349	602	461	1267	566	57	658	205
d1, Uniform Delay [s]	49.26	24.58	17.34	52.73	31.79	25.23	41.00	25.60	24.56	52.60	46.49	44.31
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	45.75	1.70	0.07	12.58	7.17	1.84	62.70	0.11	0.13	10.13	2.01	1.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.69	0.03	0.66	0.86	0.38	1.07	0.26	0.16	0.61	0.78	0.43
d, Delay for Lane Group [s/veh]	95.01	26.27	17.41	65.31	38.95	27.07	103.70	25.71	24.69	62.73	48.49	45.72
Lane Group LOS	F	C	B	E	D	C	F	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.88	10.47	0.27	1.18	14.57	4.49	20.03	3.06	1.56	1.10	4.53	2.25
50th-Percentile Queue Length [ft/ln]	171.95	261.68	6.82	29.48	364.29	112.23	500.86	76.62	38.89	27.47	113.32	56.31
95th-Percentile Queue Length [veh/ln]	11.18	15.77	0.49	2.12	20.83	7.96	28.54	5.52	2.80	1.98	8.02	4.05
95th-Percentile Queue Length [ft/ln]	279.48	394.32	12.28	53.06	520.80	199.10	713.46	137.92	69.99	49.45	200.61	101.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.01	26.27	17.41	65.31	38.95	27.07	103.70	25.71	24.69	62.73	48.49	45.72
Movement LOS	F	C	B	E	D	C	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	32.94			37.72			67.63			48.89		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	43.23											
Intersection LOS	D											
Intersection V/C	0.787											

Emissions

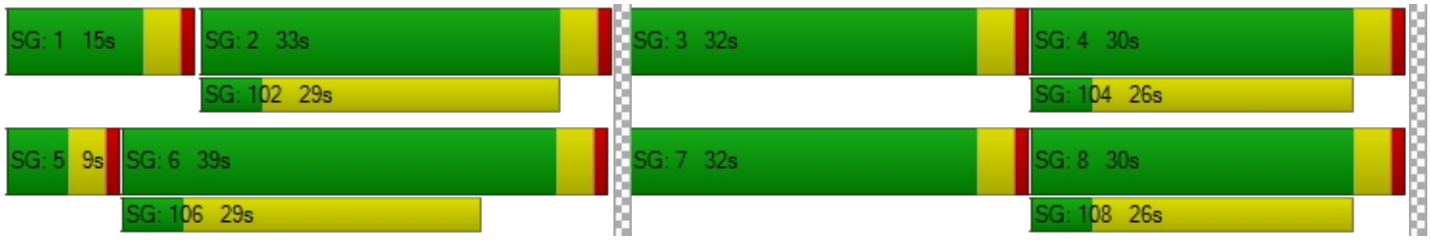
Vehicle Miles Traveled [mph]	11.27	102.15	1.24	2.93	91.48	18.22	53.83	36.50	9.59	17.63	257.46	44.34
Stops [stops/h]	225.10	1027.68	8.93	38.59	953.78	146.92	655.67	200.61	50.90	35.96	445.05	73.72
Fuel consumption [US gal/h]	6.53	24.66	0.22	1.07	24.15	3.72	18.79	5.03	1.29	1.43	18.64	3.13
CO [g/h]	456.41	1723.93	15.43	74.93	1688.09	259.89	1313.63	351.65	89.87	100.08	1302.70	218.86
NOx [g/h]	88.80	335.41	3.00	14.58	328.44	50.56	255.58	68.42	17.49	19.47	253.46	42.58
VOC [g/h]	105.78	399.54	3.58	17.37	391.23	60.23	304.45	81.50	20.83	23.19	301.91	50.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.309	3.483	3.008	2.952
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	527	473	473
d_b, Bicycle Delay [s]	25.57	29.82	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.531	2.796	2.341	1.925
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	129.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.376

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	65	30	131	12	12	12	89	1431	86	190	999	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	87	0	76	0	0	0	0	15	101	266	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	152	30	207	12	12	12	89	1446	187	456	1012	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	8	52	3	3	3	22	362	47	114	253	4
Total Analysis Volume [veh/h]	152	30	207	12	12	12	89	1446	187	456	1012	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	414	338	375	545	545	545	456	400	400	402
Degree of Utilization, x	0.94	0.11	0.24	1.38	1.38	1.34	1.20	0.86	0.86	0.85

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	10.62	0.35	0.91	26.34	26.34	25.28	18.72	8.30	8.30	8.24
95th-Percentile Queue Length [ft]	265.50	8.86	22.80	658.4	658.4	631.9	468.1	207.6	207.6	205.9
Approach Delay [s/veh]	60.29	14.92	194.24				75.90			
Approach LOS	F	B	F				F			
Intersection Delay [s/veh]	129.73									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	52.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	79	181	98	25	162	264	485	1296	159	422	793	677
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	11	0	15	38	0	0	101	115	0	87	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	66	0	0	69	0	0	173
Total Hourly Volume [veh/h]	111	192	73	40	200	198	485	1397	205	422	880	517
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	48	18	10	50	50	121	349	51	106	220	129
Total Analysis Volume [veh/h]	111	192	73	40	200	198	485	1397	205	422	880	517
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	22	31	31	6	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	36	0	12	36	0	41	33	33	39	31	31
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	8	32	32	8	32	32	34	34	46	30	30	42
g / C, Green / Cycle	0.07	0.27	0.27	0.07	0.27	0.27	0.28	0.28	0.38	0.25	0.25	0.35
(v / s)_i Volume / Saturation Flow Rate	0.06	0.05	0.05	0.02	0.11	0.12	0.27	0.27	0.13	0.23	0.24	0.32
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	121	970	433	121	509	433	513	1460	617	452	899	563
d1, Uniform Delay [s]	55.68	33.94	33.66	53.45	35.92	36.63	42.11	42.35	26.23	44.05	44.76	37.44
k, delay calibration	0.29	0.50	0.50	0.11	0.50	0.50	0.36	0.11	0.50	0.31	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	44.84	0.46	0.84	1.59	2.27	3.45	22.98	4.72	1.44	20.57	9.77	22.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.20	0.17	0.33	0.39	0.46	0.95	0.96	0.33	0.93	0.98	0.92
d, Delay for Lane Group [s/veh]	100.52	34.40	34.50	55.04	38.19	40.08	65.09	47.07	27.68	64.61	54.53	59.78
Lane Group LOS	F	C	C	E	D	D	E	D	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.84	2.24	1.75	1.18	4.98	5.12	16.74	13.61	4.24	14.38	13.70	17.28
50th-Percentile Queue Length [ft/ln]	121.01	56.12	43.69	29.50	124.55	128.04	418.50	340.26	106.00	359.61	342.40	431.89
95th-Percentile Queue Length [veh/ln]	8.45	4.04	3.15	2.12	8.64	8.83	23.45	19.66	7.62	20.60	19.77	24.09
95th-Percentile Queue Length [ft/ln]	211.22	101.02	78.65	53.10	216.07	220.83	586.25	491.52	190.43	515.11	494.13	602.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	100.52	34.40	34.50	55.04	38.19	40.08	65.09	47.07	27.68	64.61	54.53	59.78
Movement LOS	F	C	C	E	D	D	E	D	C	E	D	E
d_A, Approach Delay [s/veh]	53.94			40.58			49.35			58.36		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	52.38											
Intersection LOS	D											
Intersection V/C	0.734											

Emissions

Vehicle Miles Traveled [mph]	34.76	60.13	22.86	19.99	99.97	98.97	44.09	126.99	18.63	105.09	219.14	128.74
Stops [stops/h]	145.21	134.69	52.43	35.40	149.46	153.65	502.20	1224.93	127.20	431.53	821.75	518.27
Fuel consumption [US gal/h]	4.50	4.56	1.74	1.57	6.84	6.92	14.18	32.96	3.37	14.52	27.49	17.15
CO [g/h]	314.80	318.98	121.86	109.99	478.07	483.57	991.07	2304.11	235.90	1014.65	1921.77	1198.51
NOx [g/h]	61.25	62.06	23.71	21.40	93.01	94.08	192.83	448.30	45.90	197.41	373.91	233.19
VOC [g/h]	72.96	73.93	28.24	25.49	110.80	112.07	229.69	534.00	54.67	235.16	445.39	277.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.714	3.018	3.462	3.592
Crosswalk LOS	B	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	450
d_b, Bicycle Delay [s]	32.27	32.27	34.50	36.04
l_b,int, Bicycle LOS Score for Intersection	1.890	1.975	2.745	3.203
Bicycle LOS	A	A	B	C

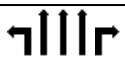
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	44.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	177	226	17	10	40	106	453	1837	176	6	1492	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	258	0	0	0	0	0	0	216	987	0	119	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	27	0	0	291	0	0	4
Total Hourly Volume [veh/h]	435	226	13	10	40	79	453	2053	872	6	1611	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	57	3	3	10	20	113	513	218	2	403	3
Total Analysis Volume [veh/h]	435	226	13	10	40	79	453	2053	872	6	1611	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	17	27	0	5	15	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	61	70	0	10	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	30	70	70	1	41	41
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.27	0.63	0.63	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.34	0.13	0.01	0.07	0.25	0.40	0.54	0.00	0.31	0.01
s, saturation flow rate [veh/h]	1293	1882	1159	1701	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	295	471	210	425	491	3275	1022	14	1911	596
d1, Uniform Delay [s]	47.41	35.42	42.49	33.25	38.93	12.29	16.12	54.31	31.78	22.06
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.35	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	231.51	3.88	0.43	1.63	7.67	0.20	6.58	17.92	1.08	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.48	0.51	0.05	0.28	0.92	0.63	0.85	0.42	0.84	0.02
d, Delay for Lane Group [s/veh]	278.92	39.30	42.92	34.89	46.60	12.49	22.70	72.23	32.85	22.08
Lane Group LOS	F	D	D	C	D	B	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	26.98	5.87	0.26	2.70	12.34	8.72	16.33	0.23	12.42	0.21
50th-Percentile Queue Length [ft/ln]	674.56	146.77	6.53	67.50	308.59	217.91	408.31	5.82	310.57	5.20
95th-Percentile Queue Length [veh/ln]	42.58	9.84	0.47	4.86	18.11	13.56	22.96	0.42	18.20	0.37
95th-Percentile Queue Length [ft/ln]	1064.44	246.11	11.75	121.51	452.64	338.96	574.01	10.48	455.08	9.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	278.92	39.30	39.30	42.92	34.89	34.89	46.60	12.49	22.70	72.23	32.85	22.08
Movement LOS	F	D	D	D	C	C	D	B	C	E	C	C
d_A, Approach Delay [s/veh]	193.95			35.51			19.70			32.91		
Approach LOS	F			D			B			C		
d_I, Intersection Delay [s/veh]	43.97											
Intersection LOS	D											
Intersection V/C	0.898											

Emissions

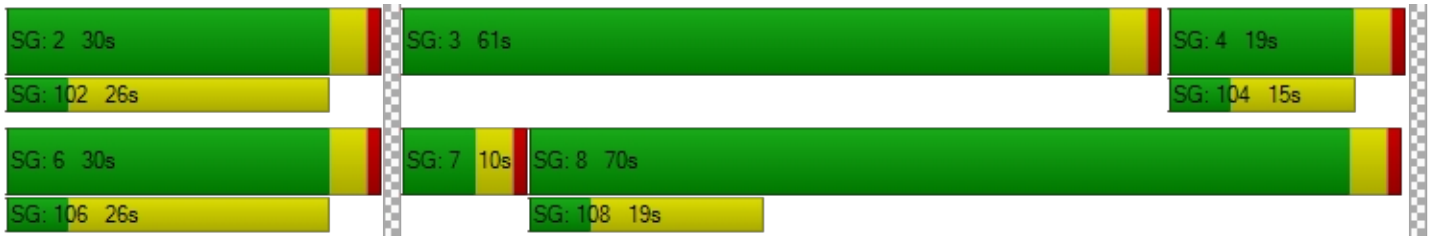
Vehicle Miles Traveled [mph]	147.77	81.19	2.42	28.76	53.05	240.42	102.12	0.49	132.02	1.07
Stops [stops/h]	883.06	192.13	8.55	88.37	403.98	855.80	534.52	7.62	1219.69	6.81
Fuel consumption [US gal/h]	38.65	6.71	0.26	2.74	11.14	24.10	14.17	0.20	30.46	0.18
CO [g/h]	2701.87	468.80	18.03	191.74	778.45	1684.68	990.81	13.97	2129.18	12.55
NOx [g/h]	525.69	91.21	3.51	37.31	151.46	327.78	192.78	2.72	414.26	2.44
VOC [g/h]	626.18	108.65	4.18	44.44	180.41	390.44	229.63	3.24	493.46	2.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.761	2.359	4.833	3.435
Crosswalk LOS	C	B	E	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	1200	273
d_b, Bicycle Delay [s]	32.07	32.07	8.80	41.02
l_b,int, Bicycle LOS Score for Intersection	2.678	1.817	3.578	2.458
Bicycle LOS	B	A	D	B

Sequence

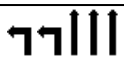
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	287	40	1205	0	0	0	120	885	0	0	673	478
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	448	0	0	0	0	755	0	0	126	251
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	413	0	0	0	0	0	0	0	0	182
Total Hourly Volume [veh/h]	287	40	1240	0	0	0	120	1640	0	0	799	547
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	10	310	0	0	0	30	410	0	0	200	137
Total Analysis Volume [veh/h]	287	40	1240	0	0	0	120	1640	0	0	799	547
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	5	30	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	0	0	9	32	0	0	23	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	80	80	80		80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37		5	35	26	26
g / C, Green / Cycle	0.46	0.46	0.46		0.06	0.44	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.15		0.03	0.32	0.15	0.34
s, saturation flow rate [veh/h]	1810	1831	8500		3514	5176	5176	1615
c, Capacity [veh/h]	838	848	3936		205	2261	1700	531
d1, Uniform Delay [s]	12.68	12.66	13.50		36.72	18.56	21.33	26.86
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.51	0.21		2.63	0.45	0.20	47.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.19	0.32		0.58	0.73	0.47	1.03
d, Delay for Lane Group [s/veh]	13.20	13.17	13.71		39.34	19.02	21.53	74.13
Lane Group LOS	B	B	B		D	B	C	F
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	1.75	13.38		1.15	7.25	3.82	16.47
50th-Percentile Queue Length [ft/ln]	43.72	43.63	334.42		28.84	181.21	95.50	411.70
95th-Percentile Queue Length [veh/ln]	3.15	3.14	19.37		2.08	11.66	6.88	23.59
95th-Percentile Queue Length [ft/ln]	78.69	78.53	484.37		51.91	291.59	171.89	589.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.20	13.17	13.71	0.00	0.00	0.00	39.34	19.02	0.00	0.00	21.53	74.13
Movement LOS	B	B	B				D	B			C	F
d_A, Approach Delay [s/veh]	13.60			0.00			20.40			42.91		
Approach LOS	B			A			C			D		
d_I, Intersection Delay [s/veh]	24.60											
Intersection LOS	C											
Intersection V/C	0.519											

Emissions

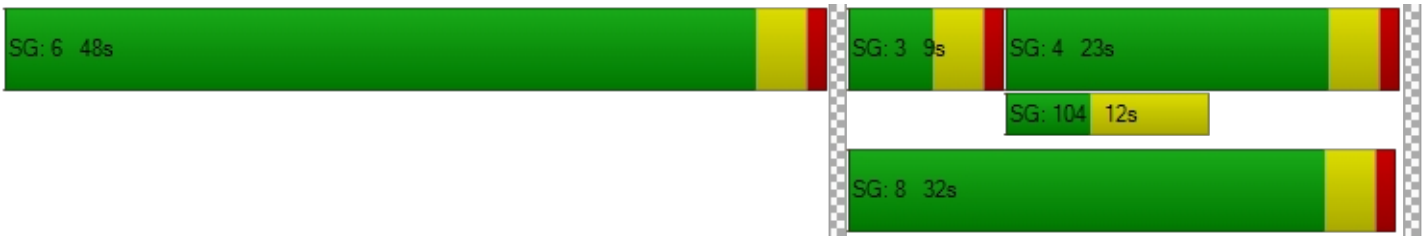
Vehicle Miles Traveled [mph]	14.85	14.85	112.64		17.25	235.72	93.57	64.06
Stops [stops/h]	78.69	78.53	601.95		103.81	978.54	515.68	741.06
Fuel consumption [US gal/h]	1.49	1.48	11.42		2.84	26.59	10.20	14.98
CO [g/h]	103.82	103.69	798.46		198.70	1858.88	713.12	1047.24
NOx [g/h]	20.20	20.18	155.35		38.66	361.67	138.75	203.75
VOC [g/h]	24.06	24.03	185.05		46.05	430.81	165.27	242.71

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.225	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	0	700	475
d_b, Bicycle Delay [s]	8.10	40.00	16.90	23.26
l_b,int, Bicycle LOS Score for Intersection	4.827	4.132	2.528	2.400
Bicycle LOS	E	D	B	B

Sequence

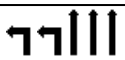
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	506	5	145	0	347	85	291	523	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	32	703	0	0	0	20	0	109	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	32	0	0	36	0	0	21	0	0	0
Total Hourly Volume [veh/h]	0	0	32	1209	5	109	0	367	64	400	540	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	302	1	27	0	92	16	100	135	0
Total Analysis Volume [veh/h]	0	0	32	1209	5	109	0	367	64	400	540	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	14	0	32	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		28	28	28	10	10	10	24
g / C, Green / Cycle		0.47	0.47	0.47	0.17	0.17	0.16	0.39
(v / s)_i Volume / Saturation Flow Rate		0.34	0.34	0.01	0.07	0.04	0.11	0.10
s, saturation flow rate [veh/h]		1810	1810	8500	5176	1615	3514	5176
c, Capacity [veh/h]		853	853	4006	862	269	570	2046
d1, Uniform Delay [s]		12.62	12.62	8.49	22.43	21.70	23.77	12.25
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.02	5.01	0.01	0.33	0.45	1.59	0.07
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.71	0.71	0.03	0.43	0.24	0.70	0.26
d, Delay for Lane Group [s/veh]		17.63	17.62	8.51	22.76	22.15	25.36	12.31
Lane Group LOS		B	B	A	C	C	C	B
Critical Lane Group		Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		6.17	6.17	0.62	1.39	0.72	2.48	1.33
50th-Percentile Queue Length [ft/ln]		154.25	154.19	15.40	34.66	18.05	61.93	33.14
95th-Percentile Queue Length [veh/ln]		10.24	10.24	1.11	2.50	1.30	4.46	2.39
95th-Percentile Queue Length [ft/ln]		256.09	256.01	27.73	62.38	32.48	111.48	59.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	17.63	17.62	8.51	0.00	22.76	22.15	25.36	12.31	0.00
Movement LOS				B	B	A		C	C	C	B	
d_A, Approach Delay [s/veh]	0.00			16.88			22.67			17.86		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	18.15											
Intersection LOS	B											
Intersection V/C	0.520											

Emissions

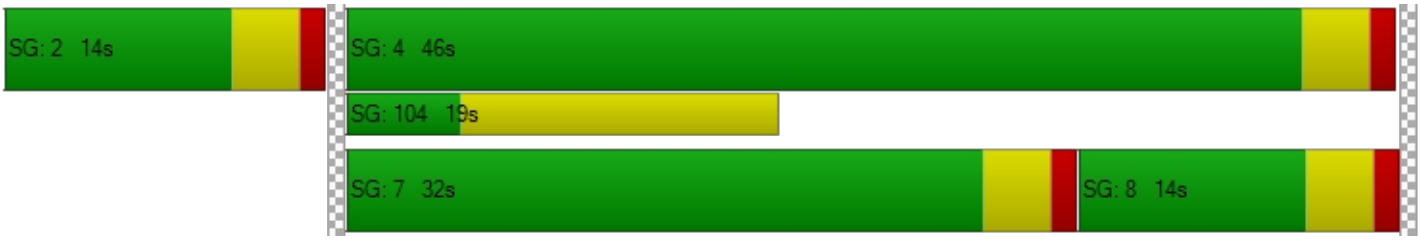
Vehicle Miles Traveled [mph]		40.69	40.69	7.31	41.78	7.29	57.49	77.61
Stops [stops/h]		370.20	370.05	36.97	249.53	43.31	297.27	238.62
Fuel consumption [US gal/h]		7.27	7.27	0.81	6.23	1.08	7.73	6.98
CO [g/h]		508.36	508.17	56.87	435.82	75.26	540.38	487.95
NOx [g/h]		98.91	98.87	11.07	84.79	14.64	105.14	94.94
VOC [g/h]		117.82	117.77	13.18	101.00	17.44	125.24	113.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.561	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	333	1400
d_b, Bicycle Delay [s]	30.00	20.83	20.83	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	3.802	1.808	2.077
Bicycle LOS	D	D	A	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	59.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	325	456	137	76	251	218	71	269	110	112	1514	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	94	0	0	0	0	5	4	16	30	0	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	56	0	0	35	0	0	49
Total Hourly Volume [veh/h]	419	456	103	76	251	167	75	285	105	112	1542	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	114	26	19	63	42	19	71	26	28	386	37
Total Analysis Volume [veh/h]	419	456	103	76	251	167	75	285	105	112	1542	148
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	26	38	0	18	30	0	9	42	0	22	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	41	41	7	26	26	5	47	47	9	51	51
g / C, Green / Cycle	0.18	0.35	0.35	0.05	0.22	0.22	0.04	0.39	0.39	0.08	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.23	0.15	0.15	0.04	0.12	0.12	0.04	0.08	0.07	0.06	0.43	0.09
s, saturation flow rate [veh/h]	1810	1900	1780	1810	1900	1654	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	332	656	615	99	412	358	75	1408	629	140	1537	686
d1, Uniform Delay [s]	49.00	30.33	30.33	55.96	41.64	41.82	57.49	24.30	23.94	54.43	34.50	21.84
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.27	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	140.33	2.14	2.28	11.66	4.91	6.01	75.22	0.07	0.12	9.93	11.37	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.26	0.44	0.44	0.77	0.53	0.55	0.99	0.20	0.17	0.80	1.00	0.22
d, Delay for Lane Group [s/veh]	189.33	32.46	32.61	67.62	46.55	47.83	132.71	24.37	24.07	64.36	45.87	21.99
Lane Group LOS	F	C	C	E	D	D	F	C	C	E	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.54	6.60	6.21	2.54	6.18	5.67	3.80	2.61	1.91	3.63	23.29	2.57
50th-Percentile Queue Length [ft/ln]	563.54	164.95	155.17	63.47	154.40	141.63	94.90	65.24	47.66	90.85	582.14	64.29
95th-Percentile Queue Length [veh/ln]	33.89	10.81	10.29	4.57	10.25	9.57	6.83	4.70	3.43	6.54	31.27	4.63
95th-Percentile Queue Length [ft/ln]	847.18	270.26	257.31	114.24	256.29	239.22	170.81	117.43	85.78	163.53	781.72	115.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	189.33	32.52	32.61	67.62	46.71	47.83	132.71	24.37	24.07	64.36	45.87	21.99
Movement LOS	F	C	C	E	D	D	F	C	C	E	F	C
d_A, Approach Delay [s/veh]	99.71			50.31			41.78			45.06		
Approach LOS	F			D			D			D		
d_I, Intersection Delay [s/veh]	59.64											
Intersection LOS	E											
Intersection V/C	0.819											

Emissions

Vehicle Miles Traveled [mph]	209.96	144.61	135.51	38.04	110.20	99.03	37.82	143.72	52.95	18.62	256.38	24.61
Stops [stops/h]	676.25	197.94	186.20	76.16	185.28	169.95	113.88	156.57	57.19	109.02	1397.13	77.15
Fuel consumption [US gal/h]	31.75	9.32	8.75	3.30	8.17	7.43	4.74	8.29	3.04	3.46	40.55	2.47
CO [g/h]	2219.03	651.78	611.91	230.43	570.86	519.58	331.15	579.23	212.51	241.90	2834.54	172.31
NOx [g/h]	431.74	126.81	119.06	44.83	111.07	101.09	64.43	112.70	41.35	47.06	551.50	33.53
VOC [g/h]	514.28	151.06	141.82	53.40	132.30	120.42	76.75	134.24	49.25	56.06	656.93	39.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.807	2.769	3.172	3.110
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	433	633	850
d_b, Bicycle Delay [s]	30.82	36.82	28.02	19.84
l_b,int, Bicycle LOS Score for Intersection	2.395	2.013	1.972	3.087
Bicycle LOS	B	B	A	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	54.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	144	1497	135	96	1234	27	35	318	169	437	807	444
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	0	0	0	25	51	65	50	82	26	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	20	0	0	63	0	0	111
Total Hourly Volume [veh/h]	295	1497	101	96	1259	58	100	368	188	463	908	333
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	374	25	24	315	15	25	92	47	116	227	83
Total Analysis Volume [veh/h]	295	1497	101	96	1259	58	100	368	188	463	908	333
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	16	34	0	14	32	0	9	30	0	32	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	43	43	7	38	38	5	16	16	28	39	39
g / C, Green / Cycle	0.11	0.39	0.39	0.07	0.35	0.35	0.05	0.14	0.14	0.25	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.16	0.29	0.06	0.05	0.24	0.04	0.06	0.10	0.12	0.26	0.25	0.21
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	197	2024	632	122	1808	564	82	512	229	461	1269	566
d1, Uniform Delay [s]	49.00	28.69	21.75	50.53	30.77	24.16	52.50	45.11	45.86	41.00	30.96	29.21
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.40	0.11	0.11	0.45	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	247.28	2.47	0.54	10.74	2.25	0.37	157.46	1.91	7.20	41.14	0.77	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.49	0.74	0.16	0.79	0.70	0.10	1.22	0.72	0.82	1.01	0.72	0.59
d, Delay for Lane Group [s/veh]	296.28	31.16	22.29	61.27	33.02	24.52	209.96	47.02	53.07	82.14	31.72	30.18
Lane Group LOS	F	C	C	E	C	C	F	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.80	11.01	1.71	2.89	9.42	1.04	5.80	4.78	5.28	17.56	10.42	7.27
50th-Percentile Queue Length [ft/ln]	470.03	275.27	42.84	72.28	235.48	25.96	145.09	119.51	132.05	438.90	260.48	181.77
95th-Percentile Queue Length [veh/ln]	29.75	16.45	3.08	5.20	14.45	1.87	10.25	8.37	9.05	24.51	15.71	11.69
95th-Percentile Queue Length [ft/ln]	743.81	411.32	77.11	130.11	361.31	46.72	256.25	209.15	226.28	612.64	392.82	292.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	296.28	31.16	22.29	61.27	33.02	24.52	209.96	47.02	53.07	82.14	31.72	30.18
Movement LOS	F	C	C	E	C	C	F	D	D	F	C	C
d_A, Approach Delay [s/veh]	72.00			34.59			73.59			45.12		
Approach LOS	E			C			E			D		
d_I, Intersection Delay [s/veh]	54.77											
Intersection LOS	D											
Intersection V/C	0.779											

Emissions

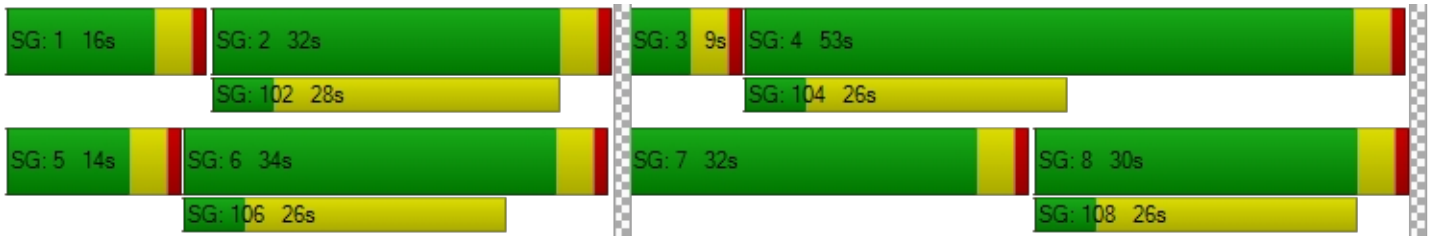
Vehicle Miles Traveled [mph]	15.39	78.11	5.27	42.36	555.51	25.59	9.84	36.21	18.50	233.48	457.89	167.93
Stops [stops/h]	615.31	1081.05	56.08	94.63	924.80	33.98	189.93	312.89	172.87	574.55	681.98	237.95
Fuel consumption [US gal/h]	25.96	25.61	1.34	3.83	39.00	1.59	6.97	8.65	4.81	20.52	28.48	10.27
CO [g/h]	1814.67	1790.18	93.39	267.39	2726.11	111.08	487.25	604.80	336.45	1434.65	1990.69	718.08
NOx [g/h]	353.07	348.30	18.17	52.02	530.40	21.61	94.80	117.67	65.46	279.13	387.32	139.71
VOC [g/h]	420.57	414.89	21.64	61.97	631.80	25.74	112.92	140.17	77.98	332.49	461.36	166.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.498	3.400	3.041	3.014
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	545	509	473	891
d_b, Bicycle Delay [s]	29.09	30.56	32.07	16.91
l_b,int, Bicycle LOS Score for Intersection	2.619	2.348	2.153	3.057
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	1,830.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.698

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	82	0	29	180	0	16	13	385	0	0	614	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	80	0	51	178	139	39	70	0	0	166	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	80	29	231	178	155	52	455	0	0	780	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	20	7	58	45	39	13	114	0	0	195	24
Total Analysis Volume [veh/h]	82	80	29	231	178	155	52	455	0	0	780	95
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.63	0.04	4.70	1.32	0.27	0.07	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	6.96	69.91	45.97	1830.53	338.29	317.86	9.95	0.00	0.00	8.22	0.00	0.00
Movement LOS	A	F	E	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	3.88	3.88	26.05	21.33	21.33	0.21	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.35	96.91	96.91	651.33	533.28	533.28	5.35	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	39.25			943.86			1.02			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	252.85											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	61.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.103

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	321	236	1	121	214	517
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	153	0	4	216	81	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	474	236	5	337	295	556
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	59	1	84	74	139
Total Analysis Volume [veh/h]	474	236	5	337	295	556
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	474	501	388	410	410	460	460	556
Degree of Utilization, x	1.10	0.47	0.01	0.41	0.41	0.32	0.32	1.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	16.31	2.49	0.04	1.97	1.97	1.37	1.37	18.05
95th-Percentile Queue Length [ft]	407.69	62.28	0.98	49.20	49.20	34.22	34.22	451.28
Approach Delay [s/veh]	73.36		17.41			68.27		
Approach LOS	F		C			F		
Intersection Delay [s/veh]	61.03							
Intersection LOS	F							

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	125.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	310	7	158	85	316	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	199	679	114	41	123
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	206	0	0	0	298
Total Hourly Volume [veh/h]	399	0	837	199	357	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	0	209	50	89	0
Total Analysis Volume [veh/h]	399	0	837	199	357	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	43	57	5	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	15	29	31	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	55	55	55	55	55	55
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	28	42	5	5
g / C, Green / Cycle	0.18	0.18	0.51	0.76	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.11	0.00	0.46	0.06	0.20	0.00
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	660	295	916	2757	166	148
d1, Uniform Delay [s]	20.53	0.00	12.39	1.64	24.83	0.00
k, delay calibration	0.11	0.11	0.16	0.11	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	0.00	5.66	0.01	540.16	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.00	0.91	0.07	2.16	0.00
d, Delay for Lane Group [s/veh]	21.42	0.00	18.04	1.65	564.99	0.00
Lane Group LOS	C	A	B	A	F	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.06	0.00	7.56	0.01	26.82	0.00
50th-Percentile Queue Length [ft/ln]	51.56	0.00	188.96	0.23	670.48	0.00
95th-Percentile Queue Length [veh/ln]	3.71	0.00	12.07	0.02	42.73	0.00
95th-Percentile Queue Length [ft/ln]	92.82	0.00	301.68	0.41	1068.27	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.42	0.00	18.04	1.65	564.99	0.00
Movement LOS	C	A	B	A	F	A
d_A, Approach Delay [s/veh]	21.42		14.89		564.99	
Approach LOS	C		B		F	
d_I, Intersection Delay [s/veh]	125.94					
Intersection LOS	F					
Intersection V/C	0.770					

Emissions

Vehicle Miles Traveled [mph]	57.46	0.00	154.23	36.67	24.41	0.00
Stops [stops/h]	271.94	0.00	498.28	1.19	1768.01	0.00
Fuel consumption [US gal/h]	7.09	0.00	14.56	1.34	51.81	0.00
CO [g/h]	495.61	0.00	1017.44	93.56	3621.61	0.00
NOx [g/h]	96.43	0.00	197.96	18.20	704.63	0.00
VOC [g/h]	114.86	0.00	235.80	21.68	839.34	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	366	916	989
d_b, Bicycle Delay [s]	18.22	8.03	6.98
l_b,int, Bicycle LOS Score for Intersection	2.059	2.414	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	98.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.355

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	284	378	24	77	294	296	453	128	317	52	210	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	89	0	0	30	0	0	16	9	0	31	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	467	24	77	324	296	453	144	326	52	241	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	117	6	19	81	74	113	36	82	13	60	24
Total Analysis Volume [veh/h]	304	467	24	77	324	296	453	144	326	52	241	94
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	318	330	332	311	324	342	453	470	291	303	320
Degree of Utilization, x	0.96	0.74	0.74	0.25	0.96	0.91	1.35	1.29	0.18	0.80	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	9.86	5.64	5.58	0.96	9.98	8.98	22.41	21.42	0.64	6.42	1.20
95th-Percentile Queue Length [ft]	246.53	141.10	139.59	23.91	249.52	224.56	560.32	535.45	15.97	160.49	30.00
Approach Delay [s/veh]	52.70			62.34			192.06		37.24		
Approach LOS	F			F			F		E		
Intersection Delay [s/veh]	98.87										
Intersection LOS	F										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	51.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.149

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	50	1224	781	268	1302	18	28	7	34	442	12	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	317	0	25	239	0	0	0	0	0	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	781	0	0	18	0	0	34	0	0	331
Total Hourly Volume [veh/h]	50	1541	0	293	1541	0	28	7	0	442	12	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	385	0	73	385	0	7	2	0	111	3	0
Total Analysis Volume [veh/h]	50	1541	0	293	1541	0	28	7	0	442	12	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	57	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	57	0	0	47	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	62	62	55	55	55	7	29	29	29
g / C, Green / Cycle	0.04	0.57	0.57	0.50	0.50	0.50	0.06	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.28	0.28	0.86	0.30	0.00	0.02	0.24	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	342	5176	1615	1827	1810	1900	1615
c, Capacity [veh/h]	65	2053	1078	169	2563	800	110	476	500	425
d1, Uniform Delay [s]	52.56	14.27	14.27	44.78	19.95	0.00	49.53	39.52	30.05	0.00
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.98	0.85	1.61	353.40	1.05	0.00	1.64	8.40	0.02	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.49	0.49	1.73	0.60	0.00	0.32	0.93	0.02	0.00
d, Delay for Lane Group [s/veh]	69.55	15.11	15.87	398.18	21.01	0.00	51.17	47.91	30.07	0.00
Lane Group LOS	E	B	B	F	C	A	D	D	C	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.67	7.47	8.08	21.16	8.91	0.00	0.98	12.73	0.24	0.00
50th-Percentile Queue Length [ft/ln]	41.84	186.85	201.96	528.97	222.84	0.00	24.51	318.14	6.06	0.00
95th-Percentile Queue Length [veh/ln]	3.01	11.96	12.74	37.43	13.81	0.00	1.76	18.58	0.44	0.00
95th-Percentile Queue Length [ft/ln]	75.32	298.94	318.50	935.65	345.24	0.00	44.11	464.40	10.91	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.55	15.38	15.87	398.18	21.01	0.00	51.17	51.17	51.17	47.91	30.07	0.00
Movement LOS	E	B	B	F	C	A	D	D	D	D	C	A
d_A, Approach Delay [s/veh]	17.08			81.26			51.17			47.44		
Approach LOS	B			F			D			D		
d_I, Intersection Delay [s/veh]	50.98											
Intersection LOS	D											
Intersection V/C	1.149											

Emissions

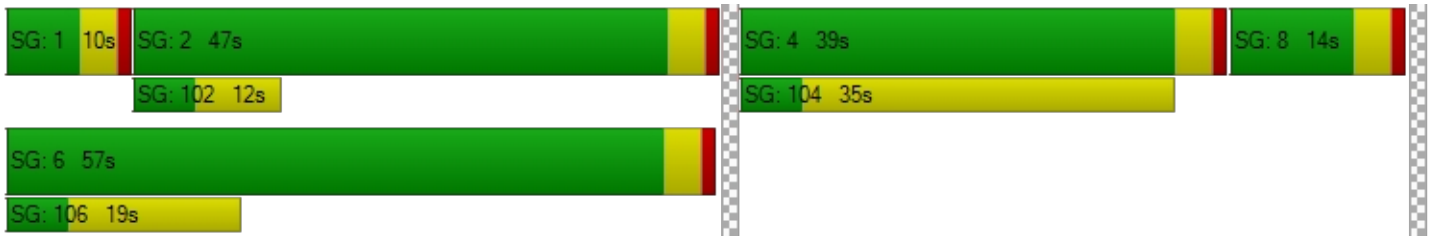
Vehicle Miles Traveled [mph]	24.95	504.24	264.83	28.35	149.10	0.00	2.79	223.30	6.06	0.00
Stops [stops/h]	54.78	489.21	264.39	692.48	875.14	0.00	32.08	416.47	7.94	0.00
Fuel consumption [US gal/h]	2.04	26.57	14.08	33.32	22.58	0.00	0.61	15.95	0.38	0.00
CO [g/h]	142.42	1857.14	984.00	2328.94	1578.31	0.00	42.85	1114.79	26.32	0.00
NOx [g/h]	27.71	361.33	191.45	453.13	307.08	0.00	8.34	216.90	5.12	0.00
VOC [g/h]	33.01	430.41	228.05	539.75	365.79	0.00	9.93	258.36	6.10	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.448	1.835	3.409
Crosswalk LOS	F	C	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	964	782	182	636
d_b, Bicycle Delay [s]	14.77	20.40	45.45	25.57
l_b,int, Bicycle LOS Score for Intersection	2.864	2.578	1.673	2.855
Bicycle LOS	C	B	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	60.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	141	161	339	203	193	384	189	790	76	368	1097	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	16	13	29	4	0	94	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	85	0	0	100	0	0	20	0	0	74
Total Hourly Volume [veh/h]	146	161	254	203	193	300	202	819	60	368	1191	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	40	64	51	48	75	51	205	15	92	298	56
Total Analysis Volume [veh/h]	146	161	254	203	193	300	202	819	60	368	1191	222
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18	29	0	21	32	0	21	19	0	31	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	29	13	32	32	13	20	20	22	29	29
g / C, Green / Cycle	0.10	0.29	0.13	0.32	0.32	0.13	0.20	0.20	0.22	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.16	0.04	0.20	0.33	0.14
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	178	498	237	614	522	236	1011	316	403	1041	465
d1, Uniform Delay [s]	44.19	33.20	42.52	25.50	28.13	42.55	38.45	33.62	37.91	35.61	29.41
k, delay calibration	0.11	0.50	0.18	0.50	0.50	0.18	0.11	0.11	0.27	0.13	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.10	15.00	13.34	1.34	4.56	13.24	1.61	0.29	17.22	68.31	0.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.83	0.86	0.31	0.57	0.86	0.81	0.19	0.91	1.14	0.48
d, Delay for Lane Group [s/veh]	53.30	48.20	55.85	26.84	32.69	55.79	40.06	33.91	55.13	103.92	30.17
Lane Group LOS	D	D	E	C	C	E	D	C	E	F	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.01	11.42	5.79	3.70	6.62	5.45	6.09	1.17	10.04	21.38	4.15
50th-Percentile Queue Length [ft/ln]	100.15	285.52	144.76	92.51	165.39	136.16	152.19	29.15	251.12	534.48	103.74
95th-Percentile Queue Length [veh/ln]	7.21	16.96	9.74	6.66	10.83	9.27	10.13	2.10	15.24	31.36	7.47
95th-Percentile Queue Length [ft/ln]	180.27	424.08	243.42	166.52	270.85	231.84	253.34	52.47	381.06	784.05	186.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.30	48.20	48.20	55.85	26.84	32.69	55.79	40.06	33.91	55.13	103.92	30.17
Movement LOS	D	D	D	E	C	C	E	D	C	E	F	C
d_A, Approach Delay [s/veh]	49.52			37.82			42.66			84.65		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	60.93											
Intersection LOS	E											
Intersection V/C	0.795											

Emissions

Vehicle Miles Traveled [mph]	20.48	58.21	28.26	26.87	41.76	101.09	409.86	30.03	96.13	311.13	57.99
Stops [stops/h]	144.22	411.15	208.45	133.22	238.16	196.07	657.45	41.98	361.61	1539.30	149.38
Fuel consumption [US gal/h]	3.06	8.27	4.38	2.77	4.79	9.32	32.60	2.20	14.06	64.18	6.08
CO [g/h]	213.72	577.73	305.99	193.84	334.62	651.22	2278.63	153.65	982.85	4486.41	424.82
NOx [g/h]	41.58	112.41	59.53	37.71	65.11	126.70	443.34	29.89	191.23	872.89	82.66
VOC [g/h]	49.53	133.89	70.92	44.92	77.55	150.93	528.10	35.61	227.79	1039.77	98.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.416	2.575	3.354	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	560	300	500
d_b, Bicycle Delay [s]	28.13	25.92	36.13	28.13
l_b,int, Bicycle LOS Score for Intersection	2.626	2.873	2.165	3.090
Bicycle LOS	B	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Nuevo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	66.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	266	330	199	39	399	101	128	609	396	284	1391	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	10	0	30	9	0	0	17	3	0	16	99
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	50	0	0	25	0	0	100	0	0	64
Total Hourly Volume [veh/h]	291	340	149	69	408	76	128	626	299	284	1407	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	85	37	17	102	19	32	157	75	71	352	48
Total Analysis Volume [veh/h]	291	340	149	69	408	76	128	626	299	284	1407	192
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	27	0	0	27	0	7	22	0	19	34	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	11	26	0	20	35	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	7	22	22	16	31	31
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.08	0.25	0.25	0.18	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.31	0.18	0.09	0.35	0.07	0.17	0.19	0.16	0.39	0.12
s, saturation flow rate [veh/h]	926	1900	1615	1572	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	205	844	718	744	141	891	398	319	1246	556
d1, Uniform Delay [s]	34.23	16.92	15.30	21.53	41.19	30.92	31.38	36.24	29.50	21.95
k, delay calibration	0.50	0.50	0.50	0.50	0.27	0.11	0.26	0.24	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	214.81	1.43	0.66	6.63	36.62	1.03	6.68	16.80	60.73	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.42	0.40	0.21	0.74	0.91	0.70	0.75	0.89	1.13	0.35
d, Delay for Lane Group [s/veh]	249.04	18.35	15.96	28.16	77.80	31.95	38.07	53.04	90.23	22.32
Lane Group LOS	F	B	B	C	E	C	D	D	F	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.59	4.61	1.83	10.37	4.15	5.99	6.43	7.30	22.91	2.90
50th-Percentile Queue Length [ft/ln]	414.86	115.26	45.63	259.32	103.69	149.87	160.67	182.58	572.85	72.52
95th-Percentile Queue Length [veh/ln]	28.15	8.13	3.29	15.65	7.47	10.01	10.58	11.74	33.24	5.22
95th-Percentile Queue Length [ft/ln]	703.65	203.29	82.14	391.37	186.64	250.25	264.61	293.38	831.10	130.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	249.04	18.35	15.96	28.16	28.16	28.16	77.80	31.95	38.07	53.04	90.23	22.32
Movement LOS	F	B	B	C	C	C	E	C	D	D	F	C
d_A, Approach Delay [s/veh]	103.96			28.16			39.26			77.70		
Approach LOS	F			C			D			E		
d_I, Intersection Delay [s/veh]	66.60											
Intersection LOS	E											
Intersection V/C	0.811											

Emissions

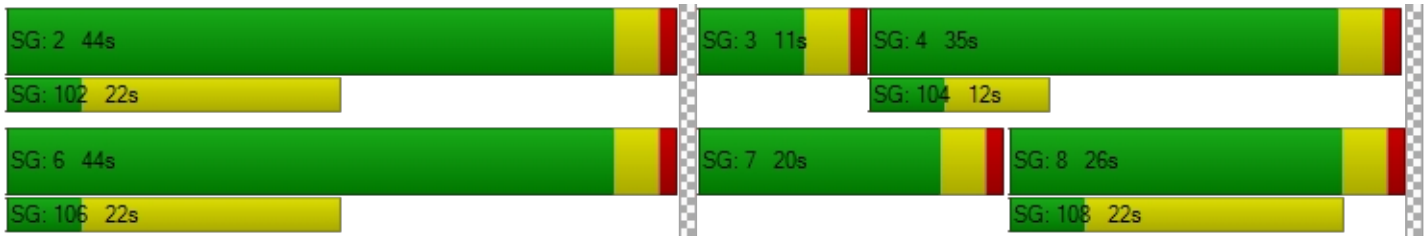
Vehicle Miles Traveled [mph]	109.95	128.46	56.30	277.84	64.76	316.70	151.27	142.12	704.12	96.08
Stops [stops/h]	663.78	184.41	73.01	414.92	165.90	479.58	257.07	292.13	1833.14	116.03
Fuel consumption [US gal/h]	26.77	7.97	3.32	17.85	5.98	20.13	10.26	11.03	69.06	5.45
CO [g/h]	1871.01	556.80	232.16	1247.81	417.71	1406.76	717.17	770.71	4827.44	381.21
NOx [g/h]	364.03	108.33	45.17	242.78	81.27	273.71	139.53	149.95	939.25	74.17
VOC [g/h]	433.62	129.04	53.81	289.19	96.81	326.03	166.21	178.62	1118.81	88.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.934	2.704	3.700	3.312
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	889	489	689
d_b, Bicycle Delay [s]	13.89	13.89	25.69	19.34
l_b,int, Bicycle LOS Score for Intersection	2.929	2.513	2.511	3.166
Bicycle LOS	C	B	B	C

Sequence

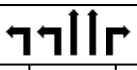
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	75.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.902

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	281	1154	586	275	1035	342	413	806	143	496	946	401
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	89	0	20	102	117	187	0	0	0	0	41
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	147	0	0	115	0	0	36	0	0	111
Total Hourly Volume [veh/h]	383	1243	439	295	1137	344	600	806	107	496	946	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	311	110	74	284	86	150	202	27	124	237	83
Total Analysis Volume [veh/h]	383	1243	439	295	1137	344	600	806	107	496	946	331
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	44	0	15	36	0	18	39	0	22	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	45	45	11	37	37	14	30	30	18	34	34
g / C, Green / Cycle	0.16	0.38	0.38	0.09	0.31	0.31	0.12	0.25	0.25	0.15	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.24	0.27	0.08	0.31	0.12	0.17	0.22	0.07	0.14	0.18	0.20
s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	2859	3514	3618	1615	3514	5176	1615
c, Capacity [veh/h]	287	1955	610	322	1125	889	410	895	399	527	1453	453
d1, Uniform Delay [s]	50.50	30.58	31.91	54.04	41.34	32.38	53.00	43.74	36.40	50.47	37.99	39.05
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.22	0.11	0.11	0.11	0.11	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	173.35	1.59	7.17	10.32	29.45	1.27	214.45	3.65	0.36	8.83	0.50	3.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.34	0.64	0.72	0.92	1.01	0.39	1.46	0.90	0.27	0.94	0.65	0.73
d, Delay for Lane Group [s/veh]	223.85	32.17	39.08	64.36	70.79	33.65	267.45	47.39	36.76	59.30	38.49	42.93
Lane Group LOS	F	C	D	E	F	C	F	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	22.13	9.65	11.56	4.76	20.43	3.95	18.27	11.74	2.53	7.86	8.04	9.09
50th-Percentile Queue Length [ft/ln]	553.33	241.14	289.01	119.07	510.70	98.67	456.74	293.56	63.35	196.60	200.97	227.25
95th-Percentile Queue Length [veh/ln]	33.84	14.74	17.14	8.34	28.04	7.10	28.95	17.36	4.56	12.46	12.69	14.03
95th-Percentile Queue Length [ft/ln]	845.96	368.48	428.41	208.55	700.91	177.61	723.75	434.05	114.04	311.57	317.21	350.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	223.85	32.17	39.08	64.36	70.79	33.65	267.45	47.39	36.76	59.30	38.49	42.93
Movement LOS	F	C	D	E	F	C	F	D	D	E	D	D
d_A, Approach Delay [s/veh]	69.19			62.53			133.91			45.14		
Approach LOS	E			E			F			D		
d_I, Intersection Delay [s/veh]	75.29											
Intersection LOS	E											
Intersection V/C	0.902											

Emissions

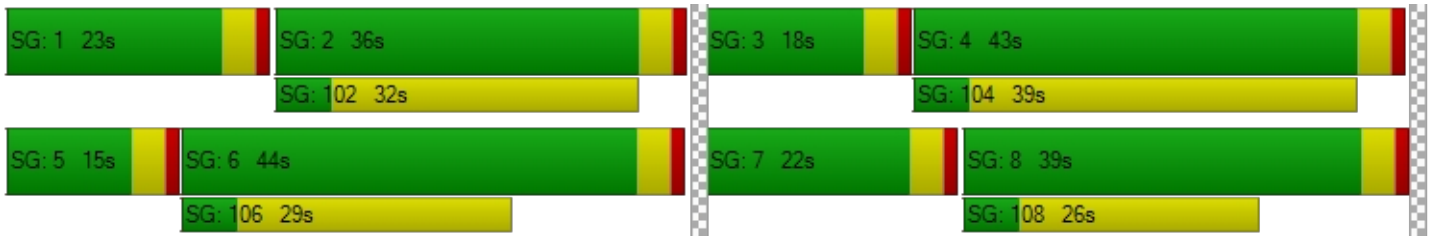
Vehicle Miles Traveled [mph]	144.19	467.96	165.27	147.23	567.45	171.68	133.64	179.52	23.83	250.93	478.59	167.46
Stops [stops/h]	664.00	868.11	346.81	285.77	1225.68	236.82	1096.17	704.53	76.03	471.84	723.47	272.69
Fuel consumption [US gal/h]	30.64	34.97	13.47	12.46	51.07	11.18	48.20	21.12	2.40	19.61	31.66	11.57
CO [g/h]	2141.88	2444.54	941.44	871.17	3569.57	781.82	3369.46	1476.53	167.82	1370.64	2213.02	808.67
NOx [g/h]	416.73	475.62	183.17	169.50	694.51	152.11	655.58	287.28	32.65	266.68	430.57	157.34
VOC [g/h]	496.40	566.55	218.19	201.90	827.28	181.19	780.91	342.20	38.89	317.66	512.89	187.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.679	3.707	3.398	3.479
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	533	583	650
d_b, Bicycle Delay [s]	26.67	32.27	30.10	27.34
l_b,int, Bicycle LOS Score for Intersection	2.776	3.120	2.838	2.596
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	179	0	1676	1437	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	0	187	117	102
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	251	0	1863	1554	188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	63	0	466	389	47
Total Analysis Volume [veh/h]	0	251	0	1863	1554	188
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.98	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	31.89	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	2.50	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	62.57	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.89		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	101.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.126

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	361	0	765	0	0	0	1014	1124	0	0	1147	673
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	162	0	0	0	0	25	0	0	167	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	232	0	0	0	0	0	0	0	0	174
Total Hourly Volume [veh/h]	361	0	695	0	0	0	1014	1149	0	0	1314	521
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	0	174	0	0	0	254	287	0	0	329	130
Total Analysis Volume [veh/h]	361	0	695	0	0	0	1014	1149	0	0	1314	521
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	25	0	0	0	0	59	95	0	0	36	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	120	120		120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	21		55	91	32	32
g / C, Green / Cycle	0.18	0.18		0.46	0.76	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.20	0.24		0.56	0.22	0.25	0.32
s, saturation flow rate [veh/h]	1810	2859		1810	5176	5176	1615
c, Capacity [veh/h]	317	500		829	3925	1380	431
d1, Uniform Delay [s]	49.50	49.50		32.50	4.50	43.25	44.00
k, delay calibration	0.50	0.50		0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	94.02	187.21		110.94	0.04	4.61	114.30
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.14	1.39		1.22	0.29	0.95	1.21
d, Delay for Lane Group [s/veh]	143.52	236.71		143.44	4.55	47.86	158.30
Lane Group LOS	F	F		F	A	D	F
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	17.54	20.33		48.09	2.34	12.98	26.07
50th-Percentile Queue Length [ft/ln]	438.61	508.31		1202.35	58.44	324.49	651.71
95th-Percentile Queue Length [veh/ln]	26.04	31.91		68.49	4.21	18.89	38.34
95th-Percentile Queue Length [ft/ln]	651.06	797.71		1712.33	105.19	472.21	958.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	143.52	143.52	236.71	0.00	0.00	0.00	143.44	4.55	0.00	0.00	47.86	158.30
Movement LOS	F	F	F				F	A			D	F
d_A, Approach Delay [s/veh]	204.85			0.00			69.66			79.21		
Approach LOS	F			A			E			E		
d_I, Intersection Delay [s/veh]	101.38											
Intersection LOS	F											
Intersection V/C	1.126											

Emissions

Vehicle Miles Traveled [mph]	62.75	120.81		84.01	95.19	72.22	28.64
Stops [stops/h]	526.33	1219.95		1442.82	210.37	1168.18	782.06
Fuel consumption [US gal/h]	17.96	49.78		46.78	6.54	26.86	25.49
CO [g/h]	1255.37	3479.83		3269.70	457.10	1877.41	1781.63
NOx [g/h]	244.25	677.05		636.16	88.93	365.27	346.64
VOC [g/h]	290.94	806.48		757.78	105.94	435.11	412.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.844	2.563	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	0	1517	533
d_b, Bicycle Delay [s]	40.84	60.00	3.50	32.27
l_b,int, Bicycle LOS Score for Intersection	3.685	4.132	2.749	2.665
Bicycle LOS	D	D	B	B

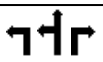
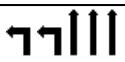
Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	502	1	182	0	696	277	541	798	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	25	0	0	0	0	0	167	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	46	0	0	69	0	0	0
Total Hourly Volume [veh/h]	0	0	0	527	1	136	0	696	208	708	798	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	132	0	34	0	174	52	177	200	0
Total Analysis Volume [veh/h]	0	0	0	527	1	136	0	696	208	708	798	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	26	0	20	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		19	19	19	14	14	15	33
g / C, Green / Cycle		0.31	0.31	0.31	0.24	0.24	0.25	0.56
(v / s)_i Volume / Saturation Flow Rate		0.15	0.15	0.08	0.17	0.18	0.20	0.15
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1694	3514	5176
c, Capacity [veh/h]		558	558	498	856	401	896	2890
d1, Uniform Delay [s]		16.81	16.81	15.67	20.97	21.26	20.85	6.92
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.86	2.86	1.35	1.07	2.86	1.61	0.05
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.47	0.47	0.27	0.70	0.75	0.79	0.28
d, Delay for Lane Group [s/veh]		19.67	19.67	17.03	22.04	24.12	22.46	6.97
Lane Group LOS		B	B	B	C	C	C	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		2.97	2.97	1.40	3.52	3.76	4.22	1.28
50th-Percentile Queue Length [ft/ln]		74.28	74.29	35.04	88.12	94.07	105.62	32.07
95th-Percentile Queue Length [veh/ln]		5.35	5.35	2.52	6.34	6.77	7.60	2.31
95th-Percentile Queue Length [ft/ln]		133.71	133.73	63.07	158.61	169.33	189.89	57.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	19.67	19.67	17.03	0.00	22.32	24.12	22.46	6.97	0.00
Movement LOS				B	B	B		C	C	C	A	
d_A, Approach Delay [s/veh]	0.00			19.13			22.74			14.25		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	17.80											
Intersection LOS	B											
Intersection V/C	0.525											

Emissions

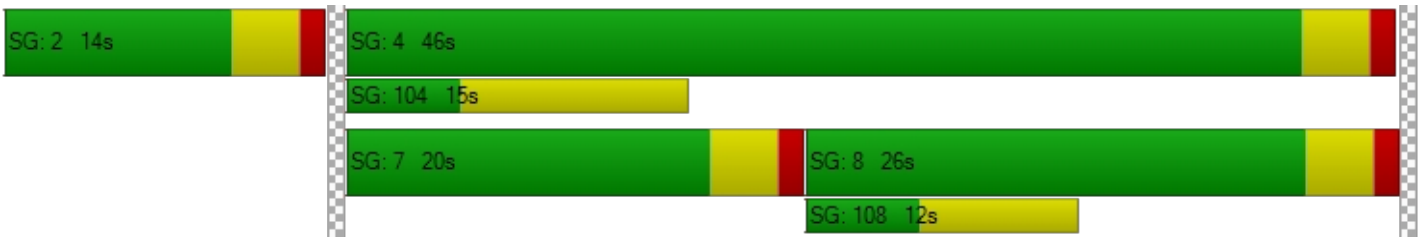
Vehicle Miles Traveled [mph]		22.83	22.83	11.76	159.73	79.86	58.66	66.11
Stops [stops/h]		178.28	178.30	84.10	422.96	225.78	506.98	230.92
Fuel consumption [US gal/h]		3.63	3.63	1.72	12.58	6.56	10.32	5.77
CO [g/h]		253.44	253.48	120.14	879.35	458.41	721.15	403.21
NOx [g/h]		49.31	49.32	23.37	171.09	89.19	140.31	78.45
VOC [g/h]		58.74	58.75	27.84	203.80	106.24	167.13	93.45

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.176	2.294	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	333	733	1400
d_b, Bicycle Delay [s]	30.00	20.83	12.03	2.70
l_b,int, Bicycle LOS Score for Intersection	4.132	2.731	2.095	2.388
Bicycle LOS	D	B	B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	48.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.035

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	99	692	14	41	882	63	89	33	86	19	78	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	0	0	3	9	10	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	717	14	41	885	72	99	33	91	19	78	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	179	4	10	221	18	25	8	23	5	20	13
Total Analysis Volume [veh/h]	99	717	14	41	885	72	99	33	91	19	78	53
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	434	462	464	434	479	479	412	403
Degree of Utilization, x	0.23	0.79	0.79	0.09	1.03	1.02	0.54	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.87	7.14	7.09	0.31	14.44	14.01	3.13	1.69
95th-Percentile Queue Length [ft]	21.72	178.57	177.22	7.79	361.11	350.20	78.15	42.24
Approach Delay [s/veh]	31.49			74.14			21.58	17.14
Approach LOS	D			F			C	C
Intersection Delay [s/veh]	48.85							
Intersection LOS	E							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	2083	296	68	1489	238	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	191	10	5	97	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	77	0	0	0	48
Total Hourly Volume [veh/h]	2274	229	73	1586	247	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	569	57	18	397	62	36
Total Analysis Volume [veh/h]	2274	229	73	1586	247	142
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	16	0	5	25	27	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19	0	25	44	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	4	50	12	12
g / C, Green / Cycle	0.60	0.60	0.06	0.72	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.46	0.46	0.04	0.31	0.14	0.09
s, saturation flow rate [veh/h]	3618	1812	1810	5176	1810	1615
c, Capacity [veh/h]	2176	1090	101	3700	309	276
d1, Uniform Delay [s]	10.31	10.30	32.50	4.10	27.86	26.38
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.65	5.13	9.16	0.36	4.74	1.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.77	0.72	0.43	0.80	0.51
d, Delay for Lane Group [s/veh]	12.96	15.43	41.66	4.47	32.61	27.86
Lane Group LOS	B	B	D	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.24	7.99	1.38	1.63	4.26	2.21
50th-Percentile Queue Length [ft/ln]	181.06	199.63	34.62	40.78	106.49	55.26
95th-Percentile Queue Length [veh/ln]	11.66	12.62	2.49	2.94	7.64	3.98
95th-Percentile Queue Length [ft/ln]	291.40	315.49	62.31	73.41	191.11	99.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.62	15.43	41.66	4.47	32.61	27.86
Movement LOS	B	B	D	A	C	C
d_A, Approach Delay [s/veh]	13.78		6.11		30.87	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	12.45					
Intersection LOS	B					
Intersection V/C	0.638					

Emissions

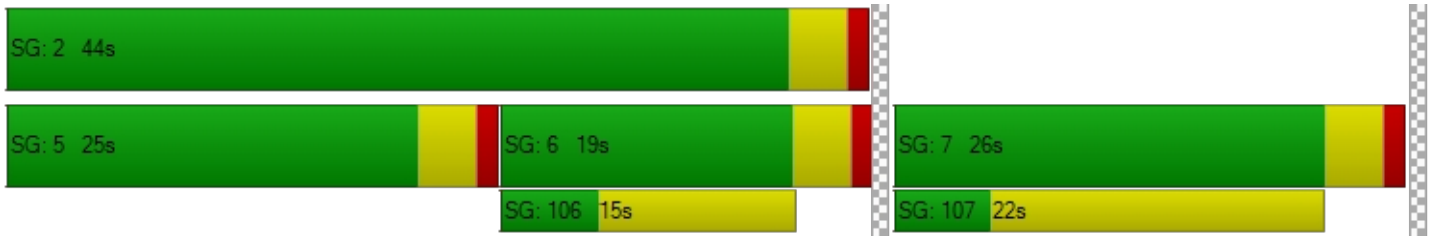
Vehicle Miles Traveled [mph]	724.51	362.26	27.48	597.09	123.98	71.28
Stops [stops/h]	744.93	410.67	71.21	251.68	219.07	113.68
Fuel consumption [US gal/h]	38.50	20.14	2.45	25.04	8.05	4.45
CO [g/h]	2691.08	1408.00	171.00	1750.18	563.02	310.81
NOx [g/h]	523.59	273.94	33.27	340.52	109.54	60.47
VOC [g/h]	623.68	326.32	39.63	405.62	130.49	72.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.444	2.218
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	429	1143	629
d_b, Bicycle Delay [s]	21.61	6.43	16.46
l_b,int, Bicycle LOS Score for Intersection	2.979	2.472	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	135.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.108

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	95	1536	13	458	1400	356	562	100	85	155	614	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	186	0	4	93	9	10	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	91	0	0	21	0	0	46
Total Hourly Volume [veh/h]	95	1722	10	462	1493	274	572	100	64	155	614	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	431	3	116	373	69	143	25	16	39	154	34
Total Analysis Volume [veh/h]	95	1722	10	462	1493	274	572	100	64	155	614	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	23	0	17	28	0	20	30	0	20	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	24	24	13	31	31	16	27	27	10	21	21
g / C, Green / Cycle	0.07	0.27	0.27	0.14	0.34	0.34	0.18	0.30	0.30	0.11	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.33	0.01	0.26	0.29	0.17	0.32	0.05	0.04	0.09	0.20	0.20
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	1900	1615	1810	1900	1782
c, Capacity [veh/h]	123	1385	432	261	1782	556	322	576	490	193	442	414
d1, Uniform Delay [s]	41.28	32.96	24.29	38.50	27.19	23.30	37.00	23.06	22.75	39.25	33.31	33.31
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.95	115.80	0.10	360.60	4.89	3.10	362.49	0.14	0.12	7.47	11.18	11.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	1.24	0.02	1.77	0.84	0.49	1.78	0.17	0.13	0.80	0.88	0.88
d, Delay for Lane Group [s/veh]	51.22	148.76	24.39	399.10	32.08	26.40	399.49	23.20	22.87	46.73	44.48	45.14
Lane Group LOS	D	F	C	F	C	C	F	C	C	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.32	24.14	0.16	31.63	9.77	4.71	39.04	1.48	0.94	3.59	8.98	8.50
50th-Percentile Queue Length [ft/ln]	57.97	603.48	4.00	790.65	244.23	117.69	975.99	37.09	23.47	89.64	224.52	212.48
95th-Percentile Queue Length [veh/ln]	4.17	36.27	0.29	49.70	14.90	8.27	61.06	2.67	1.69	6.45	13.90	13.28
95th-Percentile Queue Length [ft/ln]	104.35	906.66	7.21	1242.55	372.38	206.64	1526.42	66.77	42.24	161.35	347.39	332.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.22	148.76	24.39	399.10	32.08	26.40	399.49	23.20	22.87	46.73	44.73	45.14
Movement LOS	D	F	C	F	C	C	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	143.01			107.46			315.62			45.13		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	135.83											
Intersection LOS	F											
Intersection V/C	1.108											

Emissions

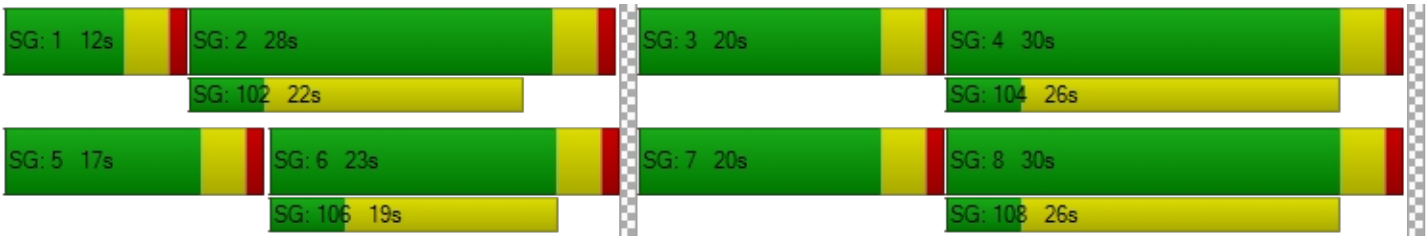
Vehicle Miles Traveled [mph]	27.47	497.99	2.89	88.72	286.69	52.61	64.47	11.27	7.21	19.57	48.93	45.89
Stops [stops/h]	92.75	2896.71	6.41	1265.05	1172.32	188.30	1561.58	59.35	37.55	143.42	359.24	339.97
Fuel consumption [US gal/h]	3.09	105.21	0.23	56.28	34.15	5.62	68.12	1.60	1.01	3.93	9.65	9.14
CO [g/h]	215.65	7354.04	15.97	3934.25	2387.16	392.63	4761.42	111.59	70.73	274.55	674.64	638.80
NOx [g/h]	41.96	1430.83	3.11	765.46	464.45	76.39	926.40	21.71	13.76	53.42	131.26	124.29
VOC [g/h]	49.98	1704.37	3.70	911.80	553.25	91.00	1103.51	25.86	16.39	63.63	156.35	148.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.383	3.733	2.867	2.756
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	533	578	578
d_b, Bicycle Delay [s]	28.01	24.20	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.566	2.836	2.809	2.345
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	49.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	66	257	128	21	75	55	200	1454	75	146	2310	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	8	0	18	0	0	0	18	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	34	0	0	14	0	0	23	0	0	36
Total Hourly Volume [veh/h]	74	265	102	21	93	41	200	1454	70	164	2310	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	66	26	5	23	10	50	364	18	41	578	27
Total Analysis Volume [veh/h]	74	265	102	21	93	41	200	1454	70	164	2310	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	6	29	0	5	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	39	0	9	36	0	17	48	0	24	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	3	34	34	13	51	51	13	51	51
g / C, Green / Cycle	0.05	0.31	0.31	0.02	0.28	0.28	0.11	0.43	0.43	0.11	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.01	0.03	0.03	0.11	0.28	0.04	0.09	0.45	0.07
s, saturation flow rate [veh/h]	1810	1900	1725	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	95	592	538	39	1015	453	196	2202	687	195	2200	686
d1, Uniform Delay [s]	56.14	31.58	31.68	58.11	31.87	31.86	53.50	27.54	20.70	52.51	34.50	21.27
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.41	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.58	1.43	1.64	10.94	0.18	0.39	63.47	0.34	0.06	9.28	25.82	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.32	0.33	0.54	0.09	0.09	1.02	0.66	0.10	0.84	1.05	0.16
d, Delay for Lane Group [s/veh]	68.72	33.01	33.32	69.05	32.05	32.25	116.97	27.89	20.77	61.79	60.32	21.38
Lane Group LOS	E	C	C	E	C	C	F	C	C	E	F	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.49	4.32	4.07	0.74	1.00	0.91	9.11	10.25	1.12	5.14	24.57	1.79
50th-Percentile Queue Length [ft/ln]	62.37	107.97	101.73	18.41	24.98	22.70	227.66	256.36	27.95	128.62	614.28	44.77
95th-Percentile Queue Length [veh/ln]	4.49	7.73	7.32	1.33	1.80	1.63	14.17	15.51	2.01	8.86	33.90	3.22
95th-Percentile Queue Length [ft/ln]	112.27	193.17	183.11	33.13	44.96	40.87	354.32	387.65	50.30	221.61	847.39	80.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.72	33.09	33.32	69.05	32.05	32.25	116.97	27.89	20.77	61.79	60.32	21.38
Movement LOS	E	C	C	E	C	C	F	C	C	E	F	C
d_A, Approach Delay [s/veh]	39.12			37.11			37.93			58.77		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	48.99											
Intersection LOS	D											
Intersection V/C	0.671											

Emissions

Vehicle Miles Traveled [mph]	42.97	110.23	102.90	3.68	16.28	7.18	22.68	164.90	7.94	40.99	577.31	27.24
Stops [stops/h]	74.85	129.56	122.07	22.09	59.95	27.24	273.20	922.89	33.54	154.34	2211.41	53.72
Fuel consumption [US gal/h]	3.44	6.66	6.25	0.70	1.91	0.85	10.59	30.91	1.18	6.30	88.74	2.38
CO [g/h]	240.35	465.82	436.61	48.63	133.51	59.69	740.47	2160.55	82.78	440.36	6202.82	166.60
NOx [g/h]	46.76	90.63	84.95	9.46	25.98	11.61	144.07	420.36	16.11	85.68	1206.84	32.41
VOC [g/h]	55.70	107.96	101.19	11.27	30.94	13.83	171.61	500.73	19.19	102.06	1437.56	38.61

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.605	2.678	3.729	3.737
Crosswalk LOS	B	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	733	850
d_b, Bicycle Delay [s]	30.10	32.27	24.07	19.84
l_b,int, Bicycle LOS Score for Intersection	1.951	1.699	2.520	3.000
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	93	612	138	55	213	35	25	192	84	21	298	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	0	53	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	35	0	0	9	0	0	21	0	0	5
Total Hourly Volume [veh/h]	93	636	103	55	266	26	25	192	63	21	298	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	159	26	14	67	7	6	48	16	5	75	3
Total Analysis Volume [veh/h]	93	636	103	55	266	26	25	192	63	21	298	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	27	33	0	21	27	0	9	37	0	9	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	67	67	4	64	64	3	11	11	2	11	11
g / C, Green / Cycle	0.07	0.67	0.67	0.04	0.64	0.64	0.03	0.11	0.11	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.20	0.20	0.03	0.08	0.08	0.01	0.07	0.07	0.01	0.08	0.08
s, saturation flow rate [veh/h]	1810	1900	1809	1810	1900	1842	1810	1900	1745	1810	1900	1872
c, Capacity [veh/h]	121	1268	1207	73	1217	1180	45	210	192	40	204	201
d1, Uniform Delay [s]	45.89	6.91	6.91	47.52	7.00	7.01	48.18	42.49	42.62	48.37	43.40	43.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.73	0.60	0.63	14.81	0.20	0.21	9.95	2.99	3.64	10.12	5.88	6.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.30	0.30	0.76	0.12	0.12	0.55	0.62	0.65	0.52	0.77	0.77
d, Delay for Lane Group [s/veh]	55.62	7.51	7.54	62.33	7.21	7.22	58.14	45.48	46.27	58.48	49.29	49.55
Lane Group LOS	E	A	A	E	A	A	E	D	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.52	2.89	2.76	1.61	1.09	1.08	0.73	3.20	3.10	0.62	4.02	4.00
50th-Percentile Queue Length [ft/ln]	62.98	72.16	69.04	40.23	27.30	26.88	18.33	79.89	77.46	15.60	100.60	100.08
95th-Percentile Queue Length [veh/ln]	4.53	5.20	4.97	2.90	1.97	1.94	1.32	5.75	5.58	1.12	7.24	7.21
95th-Percentile Queue Length [ft/ln]	113.37	129.89	124.27	72.41	49.14	48.39	33.00	143.81	139.42	28.08	181.07	180.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.62	7.52	7.54	62.33	7.21	7.22	58.14	45.73	46.27	58.48	49.41	49.55
Movement LOS	E	A	A	E	A	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	12.90			15.95			46.96			49.99		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	25.69											
Intersection LOS	C											
Intersection V/C	0.326											

Emissions

Vehicle Miles Traveled [mph]	46.22	188.05	179.21	31.94	85.57	84.01	1.10	5.74	5.50	10.53	78.31	77.66
Stops [stops/h]	90.70	103.91	99.42	57.93	39.31	38.71	26.40	115.04	111.54	22.46	144.86	144.12
Fuel consumption [US gal/h]	3.76	8.32	7.93	2.51	3.64	3.57	0.54	2.29	2.22	0.82	5.64	5.61
CO [g/h]	263.13	581.31	554.49	175.63	254.29	249.79	37.49	160.02	155.38	57.34	394.27	391.81
NOx [g/h]	51.20	113.10	107.88	34.17	49.48	48.60	7.29	31.13	30.23	11.16	76.71	76.23
VOC [g/h]	60.98	134.72	128.51	40.70	58.93	57.89	8.69	37.09	36.01	13.29	91.38	90.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.718	2.622	2.502	2.478
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	580	460	660	660
d_b, Bicycle Delay [s]	25.21	29.65	22.45	22.45
l_b,int, Bicycle LOS Score for Intersection	2.275	1.853	1.808	1.838
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	22.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	100.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	44	656	100	26	99	18	7	77	32	199	177	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	0	53	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	25	0	0	5	0	0	8	0	0	34
Total Hourly Volume [veh/h]	44	680	75	26	152	13	7	77	24	199	177	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	170	19	7	38	3	2	19	6	50	44	25
Total Analysis Volume [veh/h]	44	680	75	26	152	13	7	77	24	199	177	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	30	0	9	30	0	21	26	0	25	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	50	50	2	50	50	1	9	9	12	20	20
g / C, Green / Cycle	0.04	0.56	0.56	0.03	0.55	0.55	0.01	0.10	0.10	0.13	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.01	0.04	0.01	0.00	0.02	0.01	0.11	0.05	0.06
s, saturation flow rate [veh/h]	1810	1900	1835	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	67	1064	1027	48	1988	888	19	374	167	239	814	363
d1, Uniform Delay [s]	42.75	10.91	10.92	43.24	9.53	9.20	44.25	36.97	36.73	38.09	28.42	28.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.22	0.95	0.99	8.91	0.07	0.03	11.96	0.27	0.39	7.38	0.13	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.36	0.36	0.54	0.08	0.01	0.37	0.21	0.14	0.83	0.22	0.28
d, Delay for Lane Group [s/veh]	52.98	11.87	11.90	52.15	9.60	9.23	56.21	37.24	37.12	45.47	28.55	29.21
Lane Group LOS	D	B	B	D	A	A	E	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.15	4.17	4.05	0.67	0.63	0.11	0.21	0.76	0.48	4.55	1.49	1.73
50th-Percentile Queue Length [ft/ln]	28.67	104.37	101.16	16.69	15.74	2.70	5.28	18.90	11.94	113.64	37.15	43.16
95th-Percentile Queue Length [veh/ln]	2.06	7.51	7.28	1.20	1.13	0.19	0.38	1.36	0.86	8.04	2.68	3.11
95th-Percentile Queue Length [ft/ln]	51.60	187.87	182.09	30.05	28.33	4.86	9.50	34.03	21.50	201.06	66.88	77.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.98	11.88	11.90	52.15	9.60	9.23	56.21	37.24	37.12	45.47	28.55	29.21
Movement LOS	D	B	B	D	A	A	E	D	D	D	C	C
d_A, Approach Delay [s/veh]	14.15			15.37			38.44			35.76		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	22.50											
Intersection LOS	C											
Intersection V/C	0.348											

Emissions

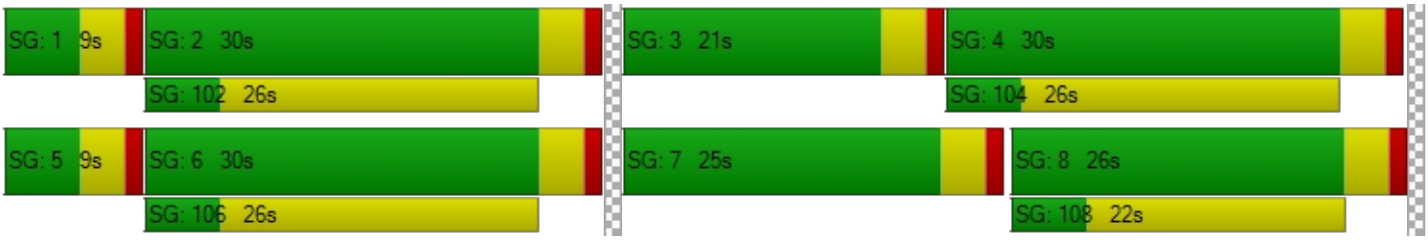
Vehicle Miles Traveled [mph]	21.99	191.90	185.50	12.92	75.54	6.46	1.17	12.85	4.01	85.66	76.19	43.05
Stops [stops/h]	45.87	166.99	161.86	26.71	50.36	4.32	8.44	60.49	19.11	181.83	118.89	69.05
Fuel consumption [US gal/h]	1.63	9.75	9.43	1.05	3.51	0.30	0.23	1.78	0.56	7.04	5.12	2.93
CO [g/h]	114.16	681.50	659.13	73.46	245.52	20.94	15.73	124.15	38.88	491.99	357.76	204.71
NOx [g/h]	22.21	132.59	128.24	14.29	47.77	4.07	3.06	24.15	7.56	95.72	69.61	39.83
VOC [g/h]	26.46	157.94	152.76	17.03	56.90	4.85	3.65	28.77	9.01	114.02	82.91	47.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.572	2.815	2.552	2.677
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	578
d_b, Bicycle Delay [s]	22.76	22.76	25.69	22.76
l_b,int, Bicycle LOS Score for Intersection	2.239	1.721	1.655	1.980
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	67.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	180	1031	61	182	870	288	446	884	120	61	757	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	58	7	27	76	0	0	0	0	91
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	15	0	0	79	0	0	30	0	0	38
Total Hourly Volume [veh/h]	180	1049	46	240	877	236	522	884	90	61	757	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	262	12	60	219	59	131	221	23	15	189	29
Total Analysis Volume [veh/h]	180	1049	46	240	877	236	522	884	90	61	757	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	26	0	13	26	0	25	41	0	10	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	22	22	9	22	22	21	39	39	4	22	22
g / C, Green / Cycle	0.10	0.24	0.24	0.10	0.24	0.24	0.23	0.43	0.43	0.04	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.10	0.20	0.20	0.13	0.24	0.15	0.29	0.26	0.26	0.03	0.23	0.23
s, saturation flow rate [veh/h]	1810	3618	1859	1810	3618	1615	1810	1900	1839	1810	1900	1814
c, Capacity [veh/h]	181	884	455	181	884	395	422	822	796	81	464	443
d1, Uniform Delay [s]	40.48	32.11	32.11	40.50	33.91	30.09	34.50	19.54	19.60	42.48	33.56	33.56
k, delay calibration	0.35	0.50	0.50	0.50	0.50	0.50	0.50	0.16	0.17	0.11	0.41	0.41
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	54.98	8.30	15.04	179.85	28.34	6.54	125.27	1.07	1.16	12.91	28.80	29.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.82	0.82	1.33	0.99	0.60	1.24	0.60	0.60	0.75	0.96	0.96
d, Delay for Lane Group [s/veh]	95.46	40.40	47.15	220.35	62.25	36.63	159.77	20.61	20.76	55.39	62.35	63.21
Lane Group LOS	F	D	D	F	E	D	F	C	C	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.55	7.94	9.02	12.85	12.35	4.95	23.54	7.59	7.46	1.60	12.90	12.42
50th-Percentile Queue Length [ft/ln]	163.71	198.60	225.53	321.18	308.76	123.81	588.38	189.83	186.51	40.09	322.45	310.55
95th-Percentile Queue Length [veh/ln]	10.75	12.57	13.95	20.67	18.11	8.60	35.20	12.11	11.94	2.89	18.79	18.20
95th-Percentile Queue Length [ft/ln]	268.63	314.16	348.68	516.79	452.85	215.06	879.91	302.81	298.49	72.15	469.70	455.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.46	42.50	47.15	220.35	62.25	36.63	159.77	20.68	20.76	55.39	62.70	63.21
Movement LOS	F	D	D	F	E	D	F	C	C	E	E	E
d_A, Approach Delay [s/veh]	50.14			85.82			69.22			62.29		
Approach LOS	D			F			E			E		
d_I, Intersection Delay [s/veh]	67.57											
Intersection LOS	E											
Intersection V/C	0.865											

Emissions

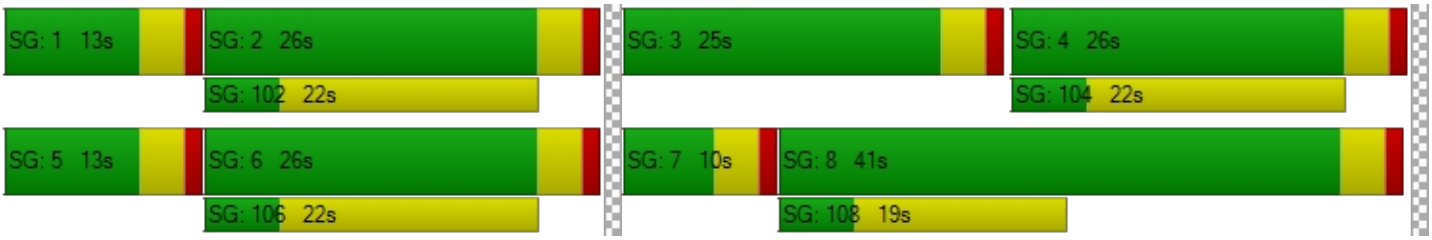
Vehicle Miles Traveled [mph]	12.90	51.81	26.64	69.41	253.62	68.25	48.39	45.67	44.62	7.23	52.84	50.46
Stops [stops/h]	261.94	635.53	360.85	513.89	988.03	198.10	941.40	303.73	298.41	64.14	515.93	496.87
Fuel consumption [US gal/h]	7.20	15.62	8.97	19.53	32.09	6.56	25.89	6.09	5.98	1.45	11.55	11.13
CO [g/h]	502.94	1092.08	626.83	1365.05	2242.86	458.65	1809.99	425.76	417.92	101.05	807.15	778.15
NOx [g/h]	97.85	212.48	121.96	265.59	436.38	89.24	352.16	82.84	81.31	19.66	157.04	151.40
VOC [g/h]	116.56	253.10	145.27	316.36	519.81	106.30	419.48	98.67	96.86	23.42	187.07	180.34

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.048	3.367	2.976	2.846
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	822	489
d_b, Bicycle Delay [s]	25.69	25.69	15.61	25.69
l_b,int, Bicycle LOS Score for Intersection	2.269	2.741	2.819	2.360
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	176	192	120	26	35	100
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	7	0	25
Total Hourly Volume [veh/h]	176	595	607	19	35	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	149	152	5	9	19
Total Analysis Volume [veh/h]	176	595	607	19	35	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	50	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	67	54	54	5	5	5
g / C, Green / Cycle	0.12	0.84	0.67	0.67	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.12	0.01	0.02	0.02	0.02
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	217	4352	3472	1083	107	96	96
d1, Uniform Delay [s]	34.31	1.15	4.91	4.39	36.10	36.25	36.25
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.07	0.07	0.11	0.03	1.75	2.60	2.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.14	0.17	0.02	0.33	0.39	0.39
d, Delay for Lane Group [s/veh]	41.38	1.21	5.02	4.42	37.86	38.85	38.85
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	0.03	0.89	0.08	0.70	0.76	0.76
50th-Percentile Queue Length [ft/ln]	88.62	0.66	22.22	2.01	17.41	19.05	19.05
95th-Percentile Queue Length [veh/ln]	6.38	0.05	1.60	0.14	1.25	1.37	1.37
95th-Percentile Queue Length [ft/ln]	159.51	1.19	39.99	3.62	31.33	34.29	34.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.38	1.21	5.02	4.42	37.86	38.85
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.38		5.00		38.54	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	10.20					
Intersection LOS	B					
Intersection V/C	0.238					

Emissions

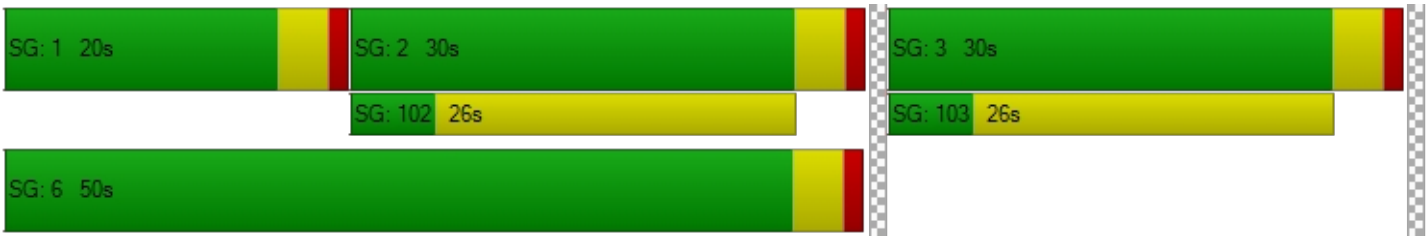
Vehicle Miles Traveled [mph]	27.10	91.63	39.02	1.22	2.75	2.95	2.95
Stops [stops/h]	159.51	3.56	119.98	3.62	31.33	34.29	34.29
Fuel consumption [US gal/h]	4.39	3.33	3.45	0.10	0.56	0.61	0.61
CO [g/h]	307.17	232.89	241.13	7.27	38.87	42.46	42.46
NOx [g/h]	59.76	45.31	46.91	1.41	7.56	8.26	8.26
VOC [g/h]	71.19	53.97	55.88	1.68	9.01	9.84	9.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.898	2.863	2.397
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1150	650	650
d_b, Bicycle Delay [s]	7.23	18.23	18.23
l_b,int, Bicycle LOS Score for Intersection	1.984	1.908	1.782
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	5	30	148	52	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	5	30	148	52	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	1	8	37	13	6
Total Analysis Volume [veh/h]	58	5	30	148	52	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	774	685	758	646	823
Degree of Utilization, x	0.08	0.04	0.20	0.08	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.14	0.72	0.26	0.08
95th-Percentile Queue Length [ft]	6.62	3.43	18.04	6.55	2.06
Approach Delay [s/veh]	8.06	8.53		8.30	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.38				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	31.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	317	121	91	174	91	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	102	0	59	24	49	113
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	121	150	198	140	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	30	38	50	35	43
Total Analysis Volume [veh/h]	419	121	150	198	140	170
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.14	0.00	0.51	0.21
d_M, Delay for Movement [s/veh]	0.00	0.00	9.05	0.00	31.45	10.69
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.50	0.00	2.73	0.80
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.60	0.00	68.20	19.96
d_A, Approach Delay [s/veh]	0.00		3.90		20.06	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	6.32					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	2	0	6	3	0	16	3
Total Analysis Volume [veh/h]	0	0	9	0	0	9	0	25	10	0	65	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.41	0.00	0.00	8.52	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.64	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41			8.52			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.19											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	15	15	0	4	3	4	3	29	10	11
Total Analysis Volume [veh/h]	18	0	61	61	0	17	10	14	10	116	40	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.11	0.00	0.02	0.01	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.55	12.20	8.74	12.67	12.58	9.42	7.38	0.00	0.00	7.42	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.45	0.45	0.45	0.02	0.00	0.00	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.19	7.19	7.19	11.24	11.24	11.24	0.50	0.00	0.00	5.84	0.00	0.00
d_A, Approach Delay [s/veh]	9.38			11.96			2.17			4.28		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.65											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	368	221	0	0	43
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	771	708	0	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	193	177	0	0	11
Total Analysis Volume [veh/h]	0	771	708	0	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.06
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.30
d_A, Approach Delay [s/veh]	0.00		0.00		12.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	0	0	200	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	0	0	200	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	0	50	0	3
Total Analysis Volume [veh/h]	52	0	0	200	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.56
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.82
d_A, Approach Delay [s/veh]	0.00		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	227	102	15	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	630	589	15	0	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	158	147	4	0	11
Total Analysis Volume [veh/h]	0	630	589	15	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.44
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.88
d_A, Approach Delay [s/veh]	0.00		0.00		11.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	403	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	76	151	83	51	0	35
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	554	570	51	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	139	143	13	0	9
Total Analysis Volume [veh/h]	76	554	570	51	0	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	11.86	0.00	0.00	0.00	0.00	11.24
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.00	0.00	0.18
95th-Percentile Queue Length [ft/ln]	10.79	0.00	0.00	0.00	0.00	4.54
d_A, Approach Delay [s/veh]	1.43		0.00		11.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	105.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	55	0	7	70	388	0	0	523	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	78	0	0	0	0	119	5	102	201	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	78	55	0	7	70	507	5	102	724	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	20	14	0	2	18	127	1	26	181	11
Total Analysis Volume [veh/h]	9	0	78	55	0	7	70	507	5	102	724	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.10	0.66	0.00	0.01	0.08	0.01	0.00	0.10	0.01	0.00
d_M, Delay for Movement [s/veh]	38.16	48.35	11.49	105.19	102.64	67.87	9.58	0.00	0.00	8.74	0.00	0.00
Movement LOS	E	E	B	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.66	0.66	0.66	3.28	3.28	3.28	0.27	0.00	0.00	0.32	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.55	16.55	16.55	81.94	81.94	81.94	6.66	0.00	0.00	7.93	0.00	0.00
d_A, Approach Delay [s/veh]	14.25			100.98			1.15			1.03		
Approach LOS	B			F			A			A		
d_I, Intersection Delay [s/veh]	5.66											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	26	0	21	25	370	0	0	530	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	116	5	0	210	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	26	0	21	25	486	5	0	740	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	7	0	5	6	122	1	0	185	12
Total Analysis Volume [veh/h]	0	0	8	26	0	21	25	486	5	0	740	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.78	0.00	0.00	11.09	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			B		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.80	0.00	0.00	2.66	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.78			11.09			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	0.24											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	21	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	4	334	35	59	108
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	355	35	59	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	89	9	15	27
Total Analysis Volume [veh/h]	12	4	355	35	59	108
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.23	9.62	0.00	0.00	8.21	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.16	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.00	0.00	3.94	0.00
d_A, Approach Delay [s/veh]	12.33		0.00		2.90	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	21	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	94	99	0	305
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	115	99	0	305
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	29	25	0	76
Total Analysis Volume [veh/h]	0	16	115	99	0	305
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.93	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.31	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	3.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.083

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	250	0	36	109	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	9
Total Hourly Volume [veh/h]	0	250	0	36	109	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	63	0	9	27	0	7
Total Analysis Volume [veh/h]	0	250	0	36	109	0	27
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.07	0.07	0.03	0.03	0.02
s, saturation flow rate [veh/h]	1305	1900	1900	1148	3618	1615
c, Capacity [veh/h]	1143	1584	1584	1011	3015	54
d1, Uniform Delay [s]	0.00	0.89	0.89	1.55	0.86	28.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.10	0.10	0.07	0.02	7.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.08	0.08	0.04	0.04	0.50
d, Delay for Lane Group [s/veh]	0.00	0.99	0.99	1.62	0.88	35.64
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.04	0.04	0.05	0.01	0.47
50th-Percentile Queue Length [ft/ln]	0.00	1.07	1.07	1.35	0.23	11.75
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.08	0.10	0.02	0.85
95th-Percentile Queue Length [ft/ln]	0.00	1.93	1.93	2.42	0.42	21.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.99	0.99	1.62	0.88	0.00	35.64
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]	0.99			1.06		35.64	
Approach LOS	A			A		D	
d_I, Intersection Delay [s/veh]	3.23						
Intersection LOS	A						
Intersection V/C	0.083						

Emissions

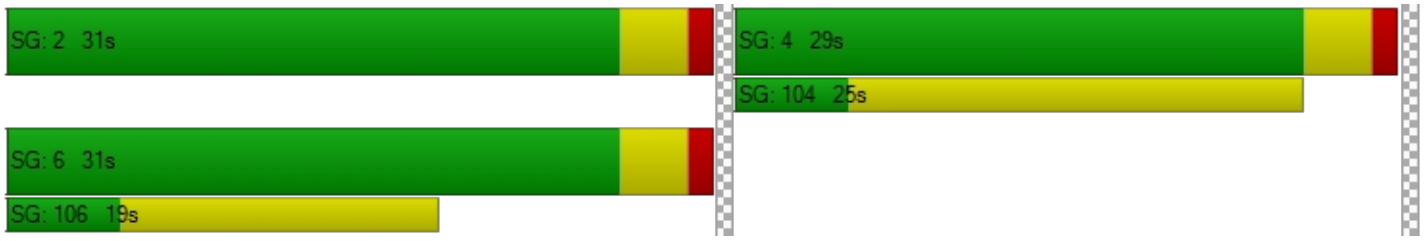
Vehicle Miles Traveled [mph]	0.00	11.36	11.36	1.41	4.28	2.42
Stops [stops/h]	0.00	2.57	2.57	3.23	1.13	28.20
Fuel consumption [US gal/h]	0.00	0.45	0.45	0.09	0.20	0.45
CO [g/h]	0.00	31.21	31.21	6.14	14.12	31.55
NOx [g/h]	0.00	6.07	6.07	1.20	2.75	6.14
VOC [g/h]	0.00	7.23	7.23	1.42	3.27	7.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.386	2.365	2.008
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.766	1.679	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	215	14	0	81
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	215	14	0	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	54	4	0	20
Total Analysis Volume [veh/h]	0	5	215	14	0	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.92	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	4	878	0	12	158
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	878	0	12	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	220	0	3	40
Total Analysis Volume [veh/h]	5	4	878	0	12	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	19.92	11.61	0.00	0.00	9.70	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.10	2.10	0.00	0.00	1.17	0.00
d_A, Approach Delay [s/veh]	16.23		0.00		0.68	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	286	0	9	146	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	0	9	146	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	0	2	37	0	1
Total Analysis Volume [veh/h]	286	0	9	146	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.82	0.00	0.00	9.08
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.53	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00		0.45		9.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	219	15	0	109	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	15	0	109	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	4	0	27	0	8
Total Analysis Volume [veh/h]	219	15	0	109	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.05
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.61
d_A, Approach Delay [s/veh]	0.00		0.00		9.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	232	0	12	97	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	0	12	97	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	0	3	24	0	1
Total Analysis Volume [veh/h]	232	0	12	97	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	0.00	8.92
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.85		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	6	3	94	9	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	6	3	94	9	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	2	1	24	2	4
Total Analysis Volume [veh/h]	217	6	3	94	9	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	10.29	9.01
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.00	2.16	2.16
d_A, Approach Delay [s/veh]	0.00		0.24		9.51	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	223	0	2	101	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	0	2	101	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	1	25	0	0
Total Analysis Volume [veh/h]	223	0	2	101	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.11	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.15		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	220	0	12	89	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	0	12	89	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	3	22	0	1
Total Analysis Volume [veh/h]	220	0	12	89	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	0.00	8.89
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	0.00	0.24
d_A, Approach Delay [s/veh]	0.00		0.91		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	47	0	0	0	0	0	0	59	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	35	0	0	158	9	4	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	9	12	0	40	2	1	0	1	15	0	0
Total Analysis Volume [veh/h]	12	35	47	0	158	9	4	0	4	59	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	7.36	0.00	0.00	10.14	0.00	9.10	10.60	11.00	9.02
Movement LOS	A	A	A	A	A	A	B		A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.03	0.00	0.03	0.27	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	0.00	0.00	0.00	0.77	0.00	0.77	6.87	6.87	6.87
d_A, Approach Delay [s/veh]	0.96			0.00			9.62			10.60		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.42											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	9	0	13	36	2	2	0	1	6	0	3
Total Analysis Volume [veh/h]	6	34	0	51	143	6	8	0	2	22	0	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	7.34	0.00	0.00	10.83	0.00	9.05	10.89	0.00	8.68
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.10	0.00	0.00	0.05	0.00	0.05	0.14	0.00	0.14
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	2.48	0.00	0.00	1.14	0.00	1.14	3.54	0.00	3.54
d_A, Approach Delay [s/veh]	1.12			1.87			10.47			10.15		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.04											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	218	0	7	82	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	0	7	82	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	2	21	0	1
Total Analysis Volume [veh/h]	218	0	7	82	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	0.00	8.88
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.39	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.60		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	212	3	0	82	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	3	0	82	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	1	0	21	0	2
Total Analysis Volume [veh/h]	212	3	0	82	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.89
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.57
d_A, Approach Delay [s/veh]	0.00		0.00		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	14	44	159	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	14	44	159	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	11	40	1
Total Analysis Volume [veh/h]	3	3	14	44	159	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.82	9.08	7.53	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	9.45		1.82		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	A					

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Harvest Landing

Vistro File: C:\...\Harvest Landing_GP.vistro
Report File: C:\...\GP PP PM.pdf

Scenario 4 GP PP PM
2/21/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Perris Blvd/Iris Ave	Signalized	HCM 7th Edition	NB Left	1.062	139.4	F
2	Perris Blvd/Krameria Ave	Signalized	HCM 7th Edition	SB Left	1.081	226.2	F
3	Perris Blvd/Harley Knox Rd	Signalized	HCM 7th Edition	EB Left	1.395	251.1	F
4	Perris Blvd/Markham St	Signalized	HCM 7th Edition	NB Left	0.914	68.8	E
5	Perris Blvd/Ramona Expy	Signalized	HCM 7th Edition	EB Left	0.861	59.2	E
6	Perris Blvd/Morgan St	Signalized	HCM 7th Edition	WB Left	0.614	17.0	B
7	Rider St/Evans Rd	Signalized	HCM 7th Edition	EB Left	0.563	33.3	C
8	Rider St/Redlands Ave	Signalized	HCM 7th Edition	SB Thru	0.813	46.8	D
9	Perris Blvd/Rider St	Signalized	HCM 7th Edition	NB Left	0.646	33.0	C
10	Placentia Ave/Redlands Ave	All-way stop	HCM 7th Edition	SB Left	3.293	362.2	F
11	Perris Blvd/Placentia Ave	Signalized	HCM 7th Edition	EB Left	1.300	242.1	F
12	Placentia Ave/Barrett Ave	All-way stop	HCM 7th Edition	NB Right	2.317	214.0	F
13	Placentia Ave/Indian Ave	Signalized	HCM 7th Edition	NB Left	0.777	50.7	D
14	Placentia Ave/Frontage Rd	Signalized	HCM 7th Edition	NB Left	1.514	283.2	F
15	Placentia Ave/I-215 NB	Signalized	HCM 7th Edition	WB Right	0.807	83.3	F
16	Placentia Ave/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.742	66.6	E
17	Orange Ave/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.529	37.2	D
			HCM 7th				

18	Orange Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Thru	0.981	116.3	F
19	Orange Ave/Barrett Ave	Two-way stop	HCM 7th Edition	NB Thru	2.106	649.6	F
20	Orange Ave/Indian Ave	All-way stop	HCM 7th Edition	SB Left	0.729	21.3	C
21	Orange Ave/Frontage Rd	Signalized	HCM 7th Edition	WB Left	0.628	254.2	F
22	Citrus Ave/Redlands Ave	All-way stop	HCM 7th Edition	EB Right	1.380	94.2	F
23	Citrus Ave/Perris Blvd	Signalized	HCM 7th Edition	SB Left	1.505	74.7	E
24	Nuevo Rd/Murrieta Rd	Signalized	HCM 7th Edition	NB Left	0.578	33.0	C
25	Nuevo Rd/Redlands Ave	Signalized	HCM 7th Edition	NB Left	0.848	85.0	F
26	Nuevo Rd/Perris Blvd	Signalized	HCM 7th Edition	NB Left	0.883	68.4	E
27	Nuevo Rd/Frontage Rd	Two-way stop	HCM 7th Edition	SB Right	2.449	190.4	F
28	Nuevo Rd/I-215 NB	Signalized	HCM 7th Edition	NB Right	0.725	26.4	C
29	NuevoRd/I-215 SB	Signalized	HCM 7th Edition	SB Left	0.920	86.6	F
30	Redlands Ave/Mildred St	All-way stop	HCM 7th Edition	NB Thru	0.635	18.0	C
31	Perris Blvd/Mildred St	Signalized	HCM 7th Edition	SB Left	0.431	7.5	A
32	Perris Blvd/San Jacinto Ave	Signalized	HCM 7th Edition	EB Left	1.078	111.6	F
33	Indian Ave/Ramona Expy	Signalized	HCM 7th Edition	NB Left	0.723	50.1	D
34	Indian Ave/Morgan St	Signalized	HCM 7th Edition	NB Left	0.492	26.8	C
35	Indian Ave/Rider St	Signalized	HCM 7th Edition	WB Left	0.441	31.3	C
36	Perris Blvd/4th St	Signalized	HCM 7th Edition	SB Left	0.775	53.0	D
37	Perris Blvd/Harvest Landing Way	Signalized	HCM 7th Edition	EB Right	0.294	12.8	B
38	BarrettAve/Harvest Landing Way	All-way stop	HCM 7th Edition	WB Left	0.209	8.6	A
	Barrett Ave/I-215 Frontage		HCM 7th				

39	Barrett Ave/I-215 Frontage Road	Two-way stop	HCM 7th Edition	WB Left	0.620	42.1	E
40	Commercial Driveway 1, 2/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Right	0.013	8.6	A
41	Commercial Driveway 3, 4/Harvest Landing Way	Two-way stop	HCM 7th Edition	SB Left	0.202	15.1	C
42	Commercial Driveway 5/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.131	13.5	B
43	Commercial Driveway 6/Barrett Ave	Two-way stop	HCM 7th Edition	WB Right	0.018	9.0	A
44	Commercial Driveway 7/N. Perris Blvd	Two-way stop	HCM 7th Edition	EB Right	0.116	12.3	B
45	Commercial Driveway 8/N. Perris Blvd	Two-way stop	HCM 7th Edition	NB Left	0.172	13.0	B
46	Commercial Driveway 9/Orange Ave	Two-way stop	HCM 7th Edition	SB Left	4.704	1,854.3	F
47	Commercial Driveway 10/Orange Ave	Two-way stop	HCM 7th Edition	SB Right	0.117	11.3	B
48	Building 1 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.041	12.0	B
49	Building 1 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.038	9.7	A
50	Building 1 Truck Driveway/I-215 Frontage Rd	Signalized	HCM 7th Edition	WB Right	0.074	3.0	A
51	Building 2 Auto Driveway 1/Orange Ave	Two-way stop	HCM 7th Edition	NB Right	0.010	8.7	A
52	Building 2 Auto Driveway 2/Orange Ave	Two-way stop	HCM 7th Edition	NB Left	0.024	13.9	B
53	Building 2 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.8	A
54	Building 3 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.060	8.8	A
55	Building 3/4 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.6	A
56	Building 4/5 Auto Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Left	0.023	9.8	A
57	Building 5 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	SB Left	0.001	7.4	A
58	Building 6 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
59	Building 6 Auto Driveway 1 and Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.164	11.6	B
	Building 6 Auto Driveway		HCM 7th				

60	Building 6 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	WB Left	0.053	11.4	B
61	Building 7 Truck Driveway/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.002	8.5	A
62	Building 7 Auto Driveway 1/I-215 Frontage Rd	Two-way stop	HCM 7th Edition	WB Right	0.013	8.5	A
63	Building 7 Auto Driveway 2/Barrett Ave	Two-way stop	HCM 7th Edition	SB Left	0.007	9.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Perris Blvd/Iris Ave

Control Type:	Signalized	Delay (sec / veh):	139.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.062

Intersection Setup

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	205.00	100.00	135.00	200.00	100.00	100.00	200.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Base Volume Input [veh/h]	457	2194	524	244	1754	83	119	765	267	354	706	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	31	25	0	15	0	0	0	5	15	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	137	0	0	21	0	0	68	0	0	35
Total Hourly Volume [veh/h]	469	2225	412	244	1769	62	119	765	204	369	706	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	556	103	61	442	16	30	191	51	92	177	26
Total Analysis Volume [veh/h]	469	2225	412	244	1769	62	119	765	204	369	706	105
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	0	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	34	0	12	29	0	17	39	0	15	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	36	36	8	31	31	8	29	29	11	32	32
g / C, Green / Cycle	0.13	0.36	0.36	0.08	0.31	0.31	0.08	0.29	0.29	0.11	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.26	0.43	0.26	0.13	0.33	0.33	0.07	0.26	0.26	0.20	0.22	0.22
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1867	1810	1900	1764	1810	1900	1815
c, Capacity [veh/h]	235	1851	578	145	1113	574	151	555	516	199	606	579
d1, Uniform Delay [s]	43.50	32.12	27.70	46.00	34.62	34.62	44.97	34.03	34.05	44.50	29.65	29.67
k, delay calibration	0.50	0.50	0.50	0.38	0.50	0.50	0.11	0.28	0.28	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	462.03	96.39	7.34	330.02	52.75	63.46	8.84	12.98	13.89	402.94	1.37	1.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.99	1.20	0.71	1.69	1.08	1.09	0.79	0.90	0.91	1.85	0.68	0.68
d, Delay for Lane Group [s/veh]	505.53	128.50	35.03	376.02	87.37	98.08	53.81	47.01	47.94	447.44	31.02	31.11
Lane Group LOS	F	F	D	F	F	F	D	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	35.76	30.23	9.07	16.73	20.74	23.12	3.16	12.99	12.21	27.01	8.36	8.02
50th-Percentile Queue Length [ft/ln]	894.04	755.73	226.80	418.27	518.55	578.02	79.04	324.79	305.17	675.27	208.99	200.46
95th-Percentile Queue Length [veh/ln]	56.20	44.08	14.01	27.10	29.68	32.70	5.69	18.90	17.94	42.75	13.10	12.66
95th-Percentile Queue Length [ft/ln]	1405.09	1102.07	350.29	677.60	742.01	817.59	142.27	472.57	448.41	1068.65	327.53	316.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	505.53	128.50	35.03	376.02	90.78	98.08	53.81	47.33	47.94	447.44	31.06	31.11
Movement LOS	F	F	D	F	F	F	D	D	D	F	C	C
d_A, Approach Delay [s/veh]	173.04			124.54			48.15			161.27		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	139.42											
Intersection LOS	F											
Intersection V/C	1.062											

Emissions

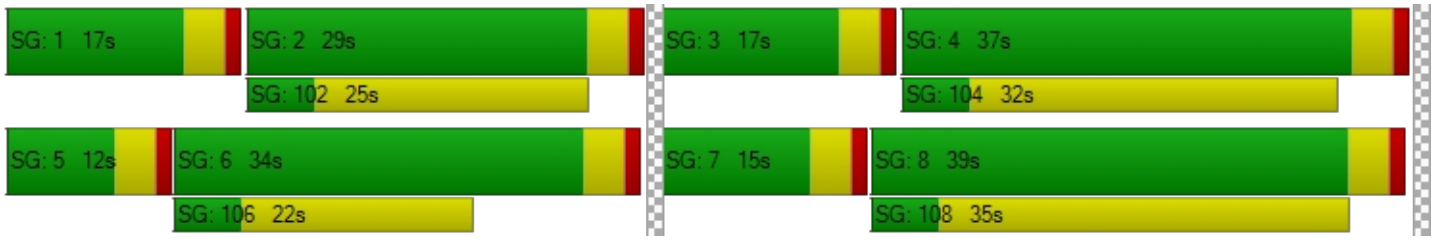
Vehicle Miles Traveled [mph]	234.93	1114.52	206.37	15.24	75.33	39.00	8.31	35.07	32.59	24.27	27.25	26.09
Stops [stops/h]	1287.42	3264.75	326.59	602.31	1493.44	832.35	113.81	467.70	439.44	972.40	300.95	288.66
Fuel consumption [US gal/h]	72.30	136.97	14.07	26.68	42.60	24.15	3.00	11.82	11.13	46.51	7.29	6.99
CO [g/h]	5053.62	9574.29	983.62	1864.79	2977.59	1688.12	209.90	826.34	778.28	3251.32	509.69	488.92
NOx [g/h]	983.25	1862.81	191.38	362.82	579.33	328.45	40.84	160.78	151.42	632.59	99.17	95.13
VOC [g/h]	1171.22	2218.93	227.96	432.18	690.09	391.24	48.65	191.51	180.37	753.53	118.13	113.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.960	3.587	3.109	3.167
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	500	700	660
d_b, Bicycle Delay [s]	24.50	28.13	21.13	22.45
l_b,int, Bicycle LOS Score for Intersection	3.343	2.712	2.513	2.562
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Perris Blvd/Krameria Ave

Control Type:	Signalized	Delay (sec / veh):	226.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.081

Intersection Setup

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	165.00	100.00	100.00	345.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Base Volume Input [veh/h]	195	2599	305	189	2056	54	55	402	197	359	411	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	67	13	0	35	0	0	0	11	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	80	0	0	14	0	0	52	0	0	52
Total Hourly Volume [veh/h]	213	2666	238	189	2091	40	55	402	156	373	411	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	667	60	47	523	10	14	101	39	93	103	39
Total Analysis Volume [veh/h]	213	2666	238	189	2091	40	55	402	156	373	411	156
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	0	29	0	0	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20	42	0	12	34	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	41	41	8	33	33	27	27	27	28	28	28
g / C, Green / Cycle	0.13	0.34	0.34	0.07	0.27	0.27	0.23	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.12	0.53	0.55	0.10	0.39	0.39	0.03	0.21	0.10	0.21	0.22	0.10
s, saturation flow rate [veh/h]	1810	3618	1823	1810	3618	1882	1810	1900	1615	1810	1900	1615
c, Capacity [veh/h]	240	1221	615	121	983	511	414	435	370	422	444	377
d1, Uniform Delay [s]	51.18	39.75	39.75	56.00	43.70	43.70	36.78	45.23	39.48	44.41	44.99	39.02
k, delay calibration	0.33	0.50	0.50	0.47	0.50	0.50	0.11	0.34	0.11	0.29	0.31	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.12	255.80	288.64	289.33	196.96	204.22	0.14	21.11	0.76	14.45	20.05	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	1.56	1.62	1.57	1.42	1.43	0.13	0.92	0.42	0.88	0.93	0.41
d, Delay for Lane Group [s/veh]	77.31	295.55	328.39	345.33	240.66	247.92	36.92	66.35	40.24	58.86	65.04	39.75
Lane Group LOS	E	F	F	F	F	F	D	E	D	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.86	60.42	66.52	13.26	40.85	43.53	1.29	13.96	3.94	12.14	14.13	3.91
50th-Percentile Queue Length [ft/ln]	196.51	1510.53	1663.08	331.40	1021.28	1088.31	32.14	348.97	98.54	303.45	353.16	97.85
95th-Percentile Queue Length [veh/ln]	12.46	92.39	102.32	21.71	61.61	65.39	2.31	20.09	7.09	17.85	20.29	7.04
95th-Percentile Queue Length [ft/ln]	311.45	2309.74	2558.03	542.79	1540.35	1634.65	57.85	502.16	177.37	446.29	507.26	176.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.31	304.94	328.39	345.33	243.06	247.92	36.92	66.35	40.24	58.86	65.04	39.75
Movement LOS	E	F	F	F	F	F	D	E	D	E	E	D
d_A, Approach Delay [s/veh]	291.18			251.47			57.06			58.39		
Approach LOS	F			F			E			E		
d_I, Intersection Delay [s/veh]	226.16											
Intersection LOS	F											
Intersection V/C	1.081											

Emissions

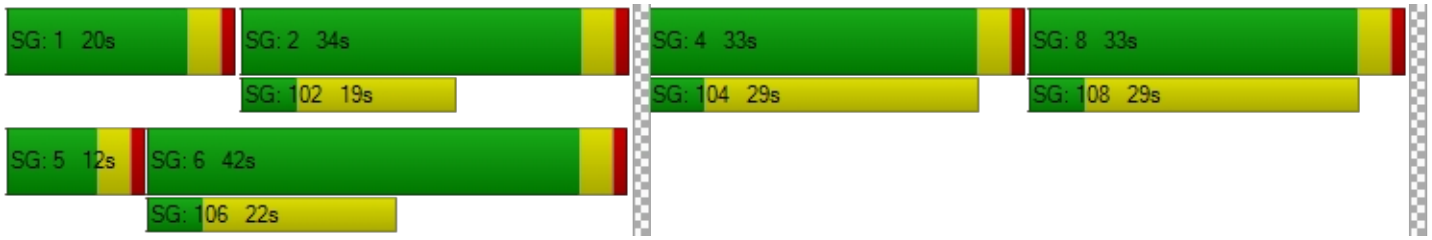
Vehicle Miles Traveled [mph]	350.42	3132.36	1645.15	94.67	701.37	366.06	4.59	33.58	13.03	44.35	48.87	18.55
Stops [stops/h]	235.81	3625.27	1995.69	397.68	2451.07	1305.97	38.57	418.77	118.25	364.14	423.79	117.42
Fuel consumption [US gal/h]	18.29	266.94	148.02	21.47	123.08	65.65	0.96	10.74	2.91	9.63	11.35	3.08
CO [g/h]	1278.74	18658.8	10346.4	1500.66	8602.98	4588.79	66.87	750.98	203.11	673.35	793.56	215.27
NOx [g/h]	248.80	3630.33	2013.05	291.97	1673.83	892.81	13.01	146.11	39.52	131.01	154.40	41.88
VOC [g/h]	296.36	4324.37	2397.90	347.79	1993.82	1063.50	15.50	174.05	47.07	156.05	183.92	49.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.949	3.729	2.657	2.883
Crosswalk LOS	D	D	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	500	483	483
d_b, Bicycle Delay [s]	28.02	33.75	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	3.318	2.843	2.657	3.196
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Perris Blvd/Harley Knox Rd

Control Type:	Signalized	Delay (sec / veh):	251.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.395

Intersection Setup

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	1	0	0	2	0	1
Entry Pocket Length [ft]	315.00	100.00	230.00	215.00	100.00	255.00	300.00	100.00	100.00	335.00	100.00	230.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Base Volume Input [veh/h]	51	2190	103	218	2379	398	349	532	86	1194	459	1504
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	98	12	0	60	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	29	0	0	100	0	0	23	0	0	376
Total Hourly Volume [veh/h]	63	2288	86	218	2439	298	349	532	68	1199	459	1128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	572	22	55	610	75	87	133	17	300	115	282
Total Analysis Volume [veh/h]	63	2288	86	218	2439	298	349	532	68	1199	459	1128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	40	0	9	37	0	18	40	0	31	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	36	36	5	37	37	14	36	36	27	49	49
g / C, Green / Cycle	0.04	0.30	0.30	0.04	0.30	0.30	0.12	0.30	0.30	0.23	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.02	0.44	0.05	0.06	0.47	0.18	0.19	0.15	0.04	0.34	0.09	0.70
s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	132	1553	485	146	1574	491	211	1085	485	791	2113	659
d1, Uniform Delay [s]	56.60	42.00	31.05	57.50	41.75	35.62	53.00	34.47	30.69	46.50	23.05	35.50
k, delay calibration	0.11	0.50	0.50	0.13	0.50	0.50	0.50	0.11	0.11	0.27	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.67	216.66	0.80	229.53	250.39	5.48	314.11	0.34	0.13	235.94	0.05	326.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	1.47	0.18	1.49	1.55	0.61	1.65	0.49	0.14	1.52	0.22	1.71
d, Delay for Lane Group [s/veh]	59.27	258.66	31.85	287.03	292.14	41.11	367.11	34.81	30.82	282.44	23.10	361.66
Lane Group LOS	E	F	C	F	F	D	F	C	C	F	C	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.96	45.76	1.90	6.84	51.29	7.92	24.61	6.22	1.42	37.27	2.72	77.76
50th-Percentile Queue Length [ft/ln]	24.10	1144.11	47.58	170.89	1282.19	197.89	615.13	155.42	35.52	931.74	68.06	1943.90
95th-Percentile Queue Length [veh/ln]	1.74	69.58	3.43	12.13	78.64	12.53	38.71	10.31	2.56	57.19	4.90	121.87
95th-Percentile Queue Length [ft/ln]	43.39	1739.53	85.65	303.32	1965.97	313.24	967.65	257.65	63.94	1429.85	122.52	3046.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.27	258.66	31.85	287.03	292.14	41.11	367.11	34.81	30.82	282.44	23.10	361.66
Movement LOS	E	F	C	F	F	D	F	C	C	F	C	F
d_A, Approach Delay [s/veh]	245.50			266.44			156.73			271.79		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	251.08											
Intersection LOS	F											
Intersection V/C	1.395											

Emissions

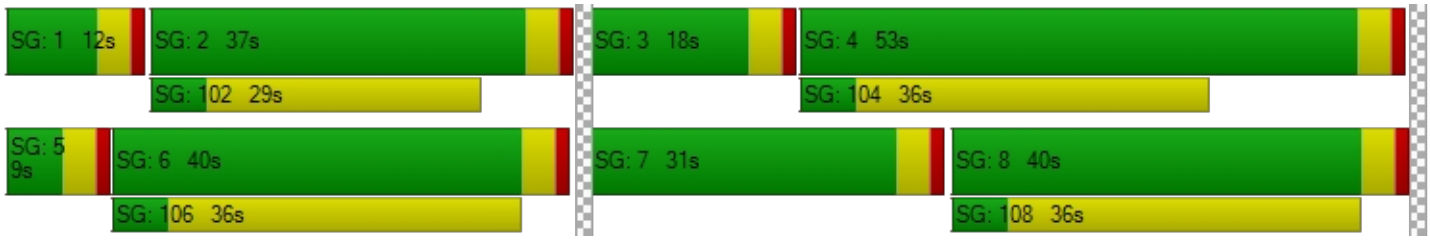
Vehicle Miles Traveled [mph]	23.50	853.52	32.08	358.64	4012.51	490.25	52.21	79.59	10.17	145.64	55.76	137.02
Stops [stops/h]	57.85	4118.81	57.10	410.14	4615.89	237.46	738.16	373.01	42.63	2236.17	245.03	2332.68
Fuel consumption [US gal/h]	2.28	200.88	2.37	30.12	339.90	22.25	37.03	11.13	1.31	101.70	7.12	116.70
CO [g/h]	159.69	14041.2	165.46	2105.63	23758.8	1555.27	2588.73	778.31	91.24	7108.56	497.36	8157.38
NOx [g/h]	31.07	2731.92	32.19	409.68	4622.62	302.60	503.67	151.43	17.75	1383.07	96.77	1587.13
VOC [g/h]	37.01	3254.20	38.35	488.00	5506.35	360.45	599.96	180.38	21.14	1647.48	115.27	1890.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.912	4.176	3.037	4.054
Crosswalk LOS	D	D	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	600	817
d_b, Bicycle Delay [s]	29.40	31.54	29.40	21.00
l_b,int, Bicycle LOS Score for Intersection	2.916	3.240	2.362	3.299
Bicycle LOS	C	C	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Perris Blvd/Markham St

Control Type:	Signalized	Delay (sec / veh):	68.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd								
Base Volume Input [veh/h]	75	1989	19	12	2435	150	325	91	514	24	506	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	122	12	0	70	0	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	38	0	0	130	0	0	12
Total Hourly Volume [veh/h]	87	2111	23	12	2505	112	325	91	389	29	506	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	528	6	3	626	28	81	23	97	7	127	9
Total Analysis Volume [veh/h]	87	2111	23	12	2505	112	325	91	389	29	506	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	54	0	9	54	0	24	48	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	62	62	2	59	59	20	37	37	3	20	20
g / C, Green / Cycle	0.04	0.52	0.52	0.01	0.49	0.49	0.17	0.31	0.31	0.03	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.58	0.01	0.01	0.48	0.48	0.18	0.05	0.24	0.02	0.14	0.14
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1859	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	75	1880	839	26	1780	915	302	583	496	47	316	309
d1, Uniform Delay [s]	57.50	28.82	14.05	58.70	29.51	29.89	50.00	30.28	37.98	57.84	48.73	48.76
k, delay calibration	0.17	0.50	0.50	0.11	0.50	0.50	0.48	0.11	0.19	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	107.93	63.04	0.06	12.66	14.73	25.29	73.21	0.12	4.80	12.29	9.74	10.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.15	1.12	0.03	0.47	0.97	0.98	1.08	0.16	0.79	0.61	0.87	0.87
d, Delay for Lane Group [s/veh]	165.43	91.86	14.11	71.37	44.24	55.18	123.21	30.40	42.77	70.13	58.47	59.04
Lane Group LOS	F	F	B	E	D	E	F	C	D	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.49	40.78	0.30	0.44	25.55	29.56	15.06	1.93	10.91	1.03	8.75	8.63
50th-Percentile Queue Length [ft/ln]	112.33	1019.54	7.60	11.11	638.78	738.89	376.50	48.29	272.71	25.66	218.69	215.67
95th-Percentile Queue Length [veh/ln]	8.09	56.10	0.55	0.80	33.84	38.47	22.23	3.48	16.32	1.85	13.60	13.44
95th-Percentile Queue Length [ft/ln]	202.19	1402.45	13.69	19.99	846.02	961.79	555.87	86.92	408.12	46.18	339.95	336.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	165.43	91.86	14.11	71.37	47.67	55.18	123.21	30.40	42.77	70.13	58.73	59.04
Movement LOS	F	F	B	E	D	E	F	C	D	E	E	E
d_A, Approach Delay [s/veh]	93.93			48.10			73.85			59.33		
Approach LOS	F			D			E			E		
d_I, Intersection Delay [s/veh]	68.81											
Intersection LOS	E											
Intersection V/C	0.914											

Emissions

Vehicle Miles Traveled [mph]	43.80	1062.74	11.58	4.48	641.81	334.45	17.90	5.01	21.42	1.93	18.19	17.84
Stops [stops/h]	134.79	2446.89	9.13	13.33	1533.07	886.67	451.80	57.94	327.25	30.79	262.43	258.80
Fuel consumption [US gal/h]	6.11	106.31	0.58	0.49	56.55	32.56	12.23	1.19	6.66	0.72	5.92	5.85
CO [g/h]	426.78	7430.86	40.29	34.49	3952.80	2275.63	854.70	83.17	465.78	50.25	413.99	408.93
NOx [g/h]	83.03	1445.77	7.84	6.71	769.07	442.75	166.29	16.18	90.62	9.78	80.55	79.56
VOC [g/h]	98.91	1722.17	9.34	7.99	916.10	527.40	198.08	19.27	107.95	11.65	95.95	94.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.724	3.739	2.882	2.495
Crosswalk LOS	D	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	833	733	483
d_b, Bicycle Delay [s]	20.42	20.42	24.07	34.50
l_b,int, Bicycle LOS Score for Intersection	3.399	3.026	2.331	2.041
Bicycle LOS	C	C	B	B

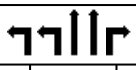
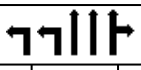
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Perris Blvd/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	59.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

Intersection Setup

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	2	0	1	2	0	0
Entry Pocket Length [ft]	350.00	100.00	145.00	200.00	100.00	150.00	330.00	100.00	210.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	183	1324	184	492	1351	610	764	1392	184	187	955	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	146	25	0	79	0	0	18	0	17	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	52	0	0	153	0	0	46	0	0	32
Total Hourly Volume [veh/h]	183	1470	157	492	1430	457	764	1410	138	204	966	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	368	39	123	358	114	191	353	35	51	242	24
Total Analysis Volume [veh/h]	183	1470	157	492	1430	457	764	1410	138	204	966	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	38	0	6	39	0	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	11	39	0	19	47	0	26	50	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	40	40	15	48	48	22	41	41	8	27	27
g / C, Green / Cycle	0.06	0.34	0.34	0.13	0.40	0.40	0.18	0.34	0.34	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.28	0.10	0.14	0.40	0.28	0.22	0.27	0.09	0.06	0.20	0.20
s, saturation flow rate [veh/h]	3514	5176	1615	3514	3618	1615	3514	5176	1615	3514	3618	1813
c, Capacity [veh/h]	205	1738	542	439	1456	650	644	1756	548	234	805	403
d1, Uniform Delay [s]	56.13	36.97	29.32	52.50	35.43	29.88	49.00	36.01	28.65	55.49	45.09	45.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.53	5.28	1.35	61.31	19.70	6.26	88.44	0.89	0.24	9.60	3.32	13.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.85	0.29	1.12	0.98	0.70	1.19	0.80	0.25	0.87	0.88	0.88
d, Delay for Lane Group [s/veh]	68.66	42.25	30.67	113.81	55.13	36.14	137.44	36.90	28.89	65.09	48.41	58.62
Lane Group LOS	E	D	C	F	E	D	F	D	C	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.04	13.55	3.43	10.17	23.29	11.54	17.06	11.79	2.76	3.25	10.02	11.19
50th-Percentile Queue Length [ft/ln]	76.07	338.67	85.73	254.16	582.34	288.49	426.62	294.78	68.92	81.15	250.44	279.77
95th-Percentile Queue Length [veh/ln]	5.48	19.58	6.17	16.13	31.21	17.11	25.88	17.42	4.96	5.84	15.21	16.68
95th-Percentile Queue Length [ft/ln]	136.92	489.58	154.32	403.34	780.22	427.76	647.11	435.57	124.05	146.07	380.20	416.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.66	42.25	30.67	113.81	55.13	36.14	137.44	36.90	28.89	65.09	51.14	58.62
Movement LOS	E	D	C	F	E	D	F	D	C	E	D	E
d_A, Approach Delay [s/veh]	43.92			63.62			69.65			53.96		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	59.25											
Intersection LOS	E											
Intersection V/C	0.861											

Emissions

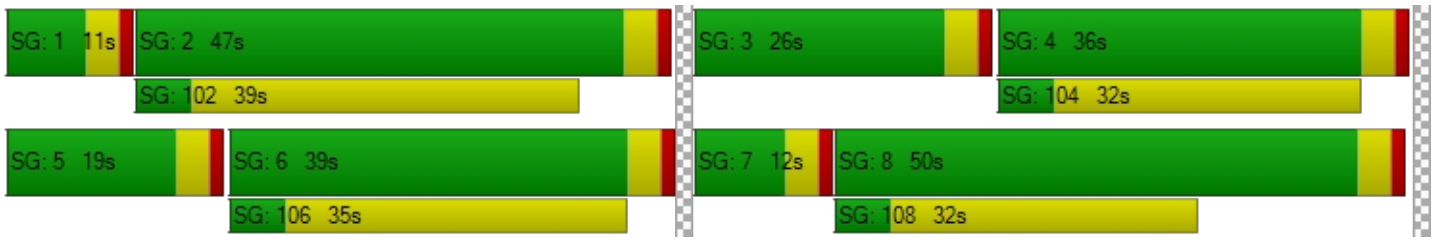
Vehicle Miles Traveled [mph]	90.92	730.31	78.00	247.69	719.90	230.07	190.94	352.38	34.49	22.15	76.89	38.56
Stops [stops/h]	182.56	1219.22	102.88	609.98	1397.62	346.18	1023.89	1061.21	82.70	194.76	601.05	335.73
Fuel consumption [US gal/h]	7.94	52.83	4.93	27.47	58.10	15.55	46.77	42.09	3.50	7.06	20.71	11.76
CO [g/h]	555.21	3692.84	344.78	1919.94	4060.87	1087.04	3269.18	2941.95	244.72	493.52	1447.67	822.05
NOx [g/h]	108.02	718.49	67.08	373.55	790.10	211.50	636.06	572.40	47.61	96.02	281.66	159.94
VOC [g/h]	128.67	855.85	79.91	444.97	941.15	251.93	757.66	681.83	56.72	114.38	335.51	190.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.536	3.853	3.748	3.548
Crosswalk LOS	D	D	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	717	767	533
d_b, Bicycle Delay [s]	30.10	24.70	22.82	32.27
l_b,int, Bicycle LOS Score for Intersection	2.584	3.649	2.857	2.274
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Perris Blvd/Morgan St

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	160.00	100.00	100.00	160.00	100.00	160.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1090.00
Speed [mph]	45.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Morgan St			Morgan St		
Base Volume Input [veh/h]	82	1499	21	24	1680	55	109	28	50	45	33	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	170	0	0	96	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	5	0	0	14	0	0	13	0	0	7
Total Hourly Volume [veh/h]	82	1669	16	24	1776	41	109	28	37	45	33	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	417	4	6	444	10	27	7	9	11	8	5
Total Analysis Volume [veh/h]	82	1669	16	24	1776	41	109	28	37	45	33	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	26	0	11	26	0	5	32	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	33	0	10	30	0	41	37	0	40	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	84	84	3	80	80	9	14	14	4	8	8
g / C, Green / Cycle	0.06	0.70	0.70	0.02	0.66	0.66	0.08	0.11	0.11	0.03	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.05	0.31	0.31	0.01	0.49	0.03	0.06	0.01	0.02	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1810	3618	1891	1810	3618	1615	1810	3618	1615	1810	1900	1615
c, Capacity [veh/h]	104	2522	1318	42	2397	1070	138	409	182	61	134	114
d1, Uniform Delay [s]	55.82	7.93	7.93	58.04	13.42	7.01	54.49	47.58	48.32	57.47	52.77	52.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.22	0.56	1.06	11.90	2.11	0.07	9.66	0.07	0.54	16.14	0.95	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.44	0.44	0.58	0.74	0.04	0.79	0.07	0.20	0.74	0.25	0.18
d, Delay for Lane Group [s/veh]	68.03	8.49	9.00	69.93	15.53	7.08	64.15	47.65	48.86	73.61	53.73	53.32
Lane Group LOS	E	A	A	E	B	A	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.75	5.38	5.81	0.86	15.25	0.37	3.58	0.38	1.03	1.62	0.97	0.62
50th-Percentile Queue Length [ft/ln]	68.64	134.55	145.33	21.49	381.30	9.27	89.55	9.43	25.74	40.40	24.30	15.45
95th-Percentile Queue Length [veh/ln]	4.94	9.19	9.77	1.55	21.66	0.67	6.45	0.68	1.85	2.91	1.75	1.11
95th-Percentile Queue Length [ft/ln]	123.56	229.67	244.18	38.69	541.42	16.69	161.19	16.98	46.33	72.72	43.74	27.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.03	8.66	9.00	69.93	15.53	7.08	64.15	47.65	48.86	73.61	53.73	53.32
Movement LOS	E	A	A	E	B	A	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	11.42			16.05			58.24			62.68		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	17.02											
Intersection LOS	B											
Intersection V/C	0.614											

Emissions

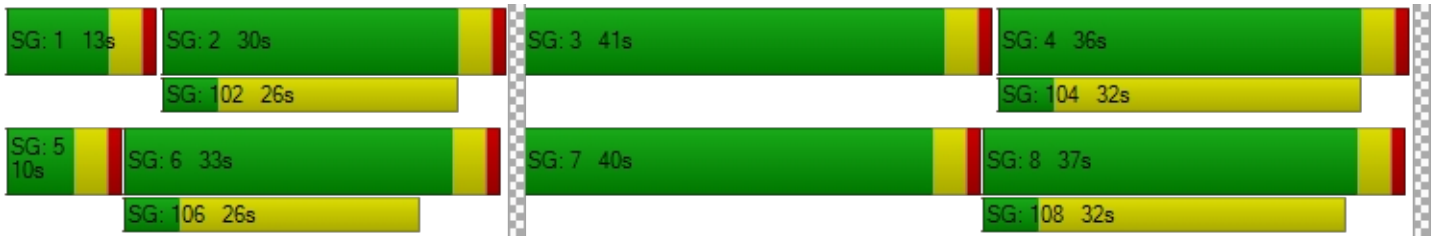
Vehicle Miles Traveled [mph]	16.10	217.27	113.58	11.92	882.33	20.37	54.67	14.04	18.56	12.07	8.85	5.63
Stops [stops/h]	82.37	322.92	174.39	25.79	915.11	11.12	107.46	22.64	30.89	48.48	29.16	18.54
Fuel consumption [US gal/h]	2.71	13.37	7.12	0.97	46.99	0.96	4.31	0.98	1.31	1.50	0.92	0.58
CO [g/h]	189.51	934.84	497.73	68.14	3284.74	67.04	301.59	68.29	91.39	104.75	64.12	40.67
NOx [g/h]	36.87	181.89	96.84	13.26	639.09	13.04	58.68	13.29	17.78	20.38	12.48	7.91
VOC [g/h]	43.92	216.66	115.35	15.79	761.27	15.54	69.90	15.83	21.18	24.28	14.86	9.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.377	3.139	2.554	2.512
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	433	550	533
d_b, Bicycle Delay [s]	34.50	36.82	31.54	32.27
l_b,int, Bicycle LOS Score for Intersection	2.534	3.090	1.714	1.735
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Rider St/Evans Rd

Control Type:	Signalized	Delay (sec / veh):	33.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	245.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Evans Rd			Evans Rd			Rider St			Rider St		
Base Volume Input [veh/h]	131	675	26	83	578	199	224	543	107	100	641	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	0	0	11	18	17	18	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	7	0	0	53	0	0	31	0	0	42
Total Hourly Volume [veh/h]	142	675	19	83	578	157	242	560	94	100	651	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	169	5	21	145	39	61	140	24	25	163	32
Total Analysis Volume [veh/h]	142	675	19	83	578	157	242	560	94	100	651	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	28	0	11	26	0	18	37	0	14	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	33	33	5	30	30	14	29	29	6	22	22
g / C, Green / Cycle	0.10	0.37	0.37	0.06	0.33	0.33	0.15	0.32	0.32	0.07	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.13	0.05	0.14	0.14	0.13	0.18	0.18	0.06	0.21	0.21
s, saturation flow rate [veh/h]	1810	3618	1874	1810	3618	1702	1810	1900	1806	1810	1900	1794
c, Capacity [veh/h]	174	1334	691	108	1200	565	277	612	582	130	458	433
d1, Uniform Delay [s]	39.87	20.53	20.54	41.71	23.29	23.37	37.28	25.10	25.10	41.05	32.81	32.82
k, delay calibration	0.22	0.50	0.50	0.11	0.50	0.50	0.31	0.11	0.11	0.11	0.19	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.53	0.70	1.36	10.93	1.05	2.31	20.43	0.77	0.81	9.25	8.86	9.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.34	0.34	0.77	0.41	0.42	0.87	0.55	0.55	0.77	0.87	0.87
d, Delay for Lane Group [s/veh]	56.40	21.23	21.89	52.65	24.34	25.67	57.71	25.86	25.90	50.29	41.67	42.17
Lane Group LOS	E	C	C	D	C	C	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.77	3.38	3.64	2.08	4.02	4.07	6.49	5.57	5.31	2.41	8.93	8.49
50th-Percentile Queue Length [ft/ln]	94.20	84.48	90.89	52.07	100.48	101.64	162.26	139.36	132.68	60.34	223.14	212.35
95th-Percentile Queue Length [veh/ln]	6.78	6.08	6.54	3.75	7.23	7.32	10.67	9.45	9.09	4.34	13.83	13.27
95th-Percentile Queue Length [ft/ln]	169.55	152.07	163.61	93.72	180.87	182.95	266.71	236.17	227.14	108.62	345.63	331.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.40	21.44	21.89	52.65	24.53	25.67	57.71	25.88	25.90	50.29	41.86	42.17
Movement LOS	E	C	C	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	27.39			27.60			34.48			42.87		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	33.26											
Intersection LOS	C											
Intersection V/C	0.563											

Emissions

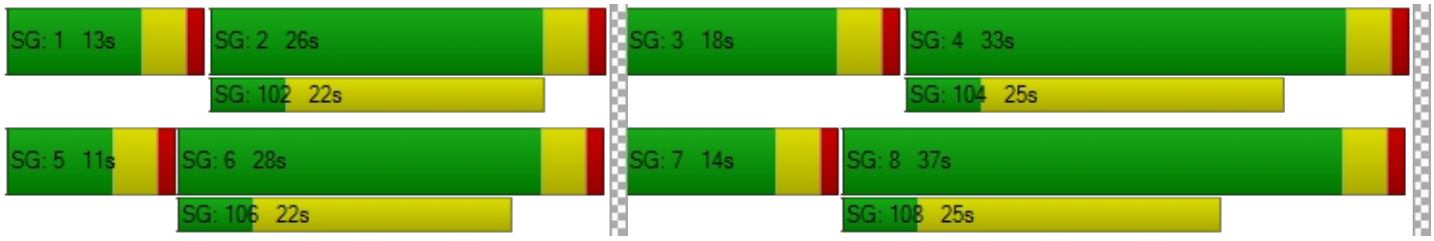
Vehicle Miles Traveled [mph]	21.49	69.12	35.89	9.54	57.10	27.42	146.21	202.54	192.58	18.58	74.23	70.13
Stops [stops/h]	150.71	270.34	145.43	83.31	321.55	162.62	259.61	222.98	212.29	96.55	357.03	339.77
Fuel consumption [US gal/h]	3.88	7.11	3.77	2.05	7.66	3.83	11.08	11.48	10.92	2.86	10.37	9.87
CO [g/h]	271.20	496.66	263.59	143.25	535.71	267.40	774.58	802.41	763.38	199.97	724.93	689.78
NOx [g/h]	52.77	96.63	51.28	27.87	104.23	52.03	150.71	156.12	148.53	38.91	141.05	134.21
VOC [g/h]	62.85	115.11	61.09	33.20	124.16	61.97	179.52	185.97	176.92	46.34	168.01	159.86

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.911	3.034	2.910	2.826
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	489	733	644
d_b, Bicycle Delay [s]	24.20	25.69	18.05	20.67
l_b,int, Bicycle LOS Score for Intersection	2.023	2.039	2.324	2.318
Bicycle LOS	B	B	B	B

Sequence

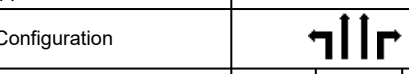
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Rider St/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	46.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	95.00	100.00	100.00	200.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Rider St			Rider St		
Base Volume Input [veh/h]	45	585	145	95	475	44	152	740	93	195	620	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	0	25	0	0	53	0	0	32	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	36	0	0	11	0	0	23	0	0	73
Total Hourly Volume [veh/h]	45	639	109	95	500	33	152	793	70	195	652	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	160	27	24	125	8	38	198	18	49	163	54
Total Analysis Volume [veh/h]	45	639	109	95	500	33	152	793	70	195	652	217
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	22	0	5	22	0	5	19	0	18	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	27	0	15	33	0	34	51	0	17	34	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	27	27	7	30	30	11	47	47	13	49	49
g / C, Green / Cycle	0.03	0.24	0.24	0.07	0.28	0.28	0.10	0.43	0.43	0.12	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.07	0.05	0.26	0.02	0.08	0.42	0.04	0.11	0.24	0.24
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	1900	1615	1810	1900	1740
c, Capacity [veh/h]	62	876	391	121	522	444	187	812	690	214	840	769
d1, Uniform Delay [s]	52.62	38.35	33.86	50.55	39.24	29.52	48.25	30.96	18.86	47.93	22.50	22.51
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.45	0.11	0.18	0.12	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.03	5.30	1.77	10.62	30.06	0.33	8.13	24.88	0.06	20.68	0.62	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.73	0.28	0.79	0.96	0.07	0.81	0.98	0.10	0.91	0.54	0.54
d, Delay for Lane Group [s/veh]	67.65	43.65	35.63	61.16	69.30	29.84	56.38	55.84	18.92	68.62	23.13	23.19
Lane Group LOS	E	D	D	E	E	C	E	E	B	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.48	8.42	2.53	2.90	17.28	0.68	4.38	24.58	1.03	6.34	8.16	7.50
50th-Percentile Queue Length [ft/ln]	36.91	210.49	63.35	72.61	432.08	17.04	109.52	614.40	25.80	158.45	204.12	187.40
95th-Percentile Queue Length [veh/ln]	2.66	13.18	4.56	5.23	24.10	1.23	7.81	32.71	1.86	10.47	12.85	11.99
95th-Percentile Queue Length [ft/ln]	66.44	329.46	114.03	130.69	602.53	30.67	195.34	817.65	46.43	261.67	321.28	299.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.65	43.65	35.63	61.16	69.30	29.84	56.38	55.84	18.92	68.62	23.15	23.19
Movement LOS	E	D	D	E	E	C	E	E	B	E	C	C
d_A, Approach Delay [s/veh]	43.91			66.00			53.37			31.49		
Approach LOS	D			E			D			C		
d_I, Intersection Delay [s/veh]	46.84											
Intersection LOS	D											
Intersection V/C	0.813											

Emissions

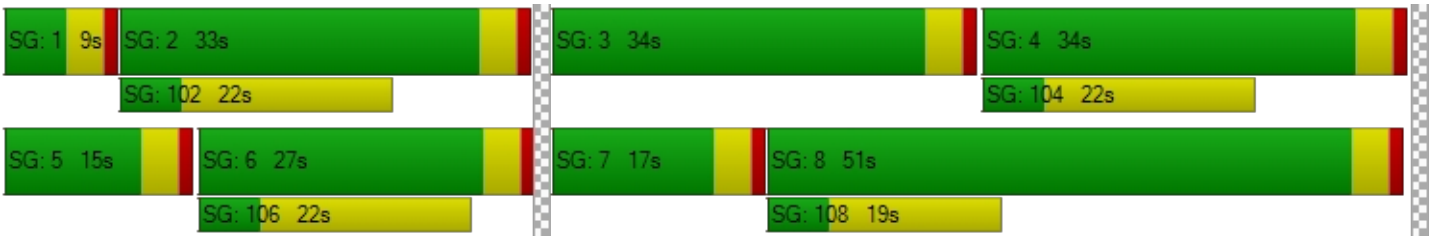
Vehicle Miles Traveled [mph]	19.78	280.86	47.91	7.48	39.37	2.60	10.05	52.45	4.63	28.41	66.08	60.55
Stops [stops/h]	48.32	551.11	82.93	95.05	565.63	22.31	143.38	804.30	33.77	207.43	267.22	245.32
Fuel consumption [US gal/h]	1.74	20.53	3.24	2.18	12.81	0.47	3.87	20.81	0.85	6.28	7.72	7.09
CO [g/h]	121.40	1434.77	226.49	152.54	895.09	32.66	270.58	1454.53	59.28	438.66	539.75	495.36
NOx [g/h]	23.62	279.15	44.07	29.68	174.15	6.35	52.65	283.00	11.53	85.35	105.02	96.38
VOC [g/h]	28.14	332.52	52.49	35.35	207.45	7.57	62.71	337.10	13.74	101.66	125.09	114.81

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.822	2.718	2.864	3.050
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	418	527	855	545
d_b, Bicycle Delay [s]	34.40	29.82	18.04	29.09
l_b,int, Bicycle LOS Score for Intersection	2.244	2.614	3.272	2.498
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Perris Blvd/Rider St

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	170.00	100.00	170.00	210.00	100.00	170.00	200.00	100.00	250.00	150.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Rider St			Rider St		
Base Volume Input [veh/h]	52	1236	281	236	1448	166	43	234	154	281	269	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	170	53	0	96	0	0	0	0	32	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	84	0	0	42	0	0	39	0	0	70
Total Hourly Volume [veh/h]	52	1406	250	236	1544	124	43	234	115	313	269	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	352	63	59	386	31	11	59	29	78	67	53
Total Analysis Volume [veh/h]	52	1406	250	236	1544	124	43	234	115	313	269	210
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	6	32	0	9	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	27	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	23	43	0	28	36	0	31	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	53	53	17	66	66	4	11	11	23	30	30
g / C, Green / Cycle	0.04	0.44	0.44	0.15	0.55	0.55	0.03	0.09	0.09	0.19	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.03	0.27	0.15	0.13	0.30	0.08	0.02	0.06	0.07	0.17	0.07	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	67	2272	709	263	2832	884	60	337	150	342	901	402
d1, Uniform Delay [s]	57.26	25.94	22.35	50.37	17.53	13.33	57.47	52.76	53.13	47.71	36.54	38.88
k, delay calibration	0.11	0.50	0.50	0.30	0.50	0.50	0.11	0.11	0.11	0.28	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.69	1.28	1.38	23.53	0.76	0.33	14.90	2.58	7.83	20.42	0.18	1.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.62	0.35	0.90	0.55	0.14	0.72	0.69	0.76	0.91	0.30	0.52
d, Delay for Lane Group [s/veh]	73.95	27.21	23.73	73.90	18.29	13.66	72.36	55.34	60.96	68.12	36.73	39.93
Lane Group LOS	E	C	C	E	B	B	E	E	E	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.84	10.00	4.74	8.48	8.64	1.63	1.51	3.46	3.63	10.82	3.14	5.30
50th-Percentile Queue Length [ft/ln]	46.00	249.99	118.61	212.09	216.08	40.69	37.78	86.45	90.76	270.54	78.52	132.41
95th-Percentile Queue Length [veh/ln]	3.31	15.19	8.32	13.26	13.46	2.93	2.72	6.22	6.53	16.22	5.65	9.07
95th-Percentile Queue Length [ft/ln]	82.80	379.64	207.91	331.51	336.61	73.25	68.00	155.61	163.36	405.41	141.33	226.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.95	27.21	23.73	73.90	18.29	13.66	72.36	55.34	60.96	68.12	36.73	39.93
Movement LOS	E	C	C	E	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	28.13			24.88			58.85			49.98		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	32.96											
Intersection LOS	C											
Intersection V/C	0.646											

Emissions

Vehicle Miles Traveled [mph]	21.58	583.57	103.77	70.49	461.15	37.04	3.04	16.55	8.13	57.61	49.51	38.65
Stops [stops/h]	55.20	899.97	142.33	254.51	777.87	48.83	45.33	207.48	108.91	324.65	188.44	158.90
Fuel consumption [US gal/h]	2.21	38.98	6.53	9.13	31.23	2.22	1.30	5.78	3.06	10.35	6.05	5.01
CO [g/h]	154.38	2724.69	456.70	638.13	2182.75	155.27	90.94	404.14	213.84	723.43	422.91	349.97
NOx [g/h]	30.04	530.13	88.86	124.16	424.68	30.21	17.69	78.63	41.61	140.75	82.28	68.09
VOC [g/h]	35.78	631.47	105.84	147.89	505.87	35.99	21.08	93.66	49.56	167.66	98.01	81.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.555	3.472	2.747	2.974
Crosswalk LOS	D	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	650	533	583
d_b, Bicycle Delay [s]	36.82	27.34	32.27	30.10
l_b,int, Bicycle LOS Score for Intersection	2.545	2.630	1.915	2.271
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Placentia Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	362.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.293

Intersection Setup

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	145.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	77	201	967	1872	373	131	93	316	167	566	286	414
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	19	48	55	0	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	207	967	1872	379	150	141	371	167	566	311	414
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	52	242	468	95	38	35	93	42	142	78	104
Total Analysis Volume [veh/h]	77	207	967	1872	379	150	141	371	167	566	311	414
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	961	1011	1091	1872	600	600	651	512	535	535	572	632	664	664	715
Degree of Utilization, x	0.08	0.20	0.89	3.29	0.32	0.32	0.23	0.28	0.35	0.35	0.29	0.90	0.23	0.23	0.58

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.77	12.80	167.1	1.35	1.35	0.89	1.11	1.54	1.54	1.21	11.00	0.90	0.90	3.75
95th-Percentile Queue Length [ft]	6.52	19.17	319.99	4178.	33.73	33.73	22.16	27.84	38.42	38.42	30.21	275.0	22.59	22.59	93.65
Approach Delay [s/veh]	20.76			820.94				12.49				23.71			
Approach LOS	C			F				B				C			
Intersection Delay [s/veh]	362.18														
Intersection LOS	F														

Intersection Level Of Service Report
Intersection 11: Perris Blvd/Placentia Ave

Control Type:	Signalized	Delay (sec / veh):	242.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.300

Intersection Setup

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	230.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	281	1291	83	98	1587	361	941	361	1328	58	331	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	70	7	0	68	60	154	96	19	6	37	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	23	0	0	105	0	0	337	0	0	13
Total Hourly Volume [veh/h]	300	1361	67	98	1655	316	1095	457	1010	64	368	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	340	17	25	414	79	274	114	253	16	92	10
Total Analysis Volume [veh/h]	300	1361	67	98	1655	316	1095	457	1010	64	368	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	39	0	11	35	0	40	60	0	10	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	35	35	7	31	31	36	56	56	5	26	26
g / C, Green / Cycle	0.09	0.29	0.29	0.06	0.26	0.26	0.30	0.47	0.47	0.05	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.17	0.26	0.04	0.05	0.46	0.20	0.61	0.13	0.63	0.04	0.07	0.02
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	166	1515	473	106	939	419	543	1699	759	83	1116	348
d1, Uniform Delay [s]	54.50	40.72	31.31	56.25	44.43	40.91	42.00	19.31	31.81	56.63	39.75	37.86
k, delay calibration	0.50	0.50	0.50	0.28	0.50	0.50	0.50	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	386.71	8.79	0.63	49.31	347.92	11.90	464.18	0.08	158.04	14.02	0.17	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.81	0.90	0.14	0.93	1.76	0.75	2.02	0.27	1.33	0.77	0.33	0.11
d, Delay for Lane Group [s/veh]	441.21	49.51	31.94	105.56	392.35	52.81	506.18	19.39	189.86	70.65	39.92	38.00
Lane Group LOS	F	D	C	F	F	D	F	B	F	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.70	13.56	1.48	4.33	58.74	9.69	85.50	3.76	53.80	2.21	3.03	0.95
50th-Percentile Queue Length [ft/ln]	567.41	338.97	37.05	108.22	1468.56	242.21	2137.56	94.11	1344.89	55.29	75.70	23.73
95th-Percentile Queue Length [veh/ln]	36.10	19.60	2.67	7.74	91.21	14.79	134.42	6.78	79.55	3.98	5.45	1.71
95th-Percentile Queue Length [ft/ln]	902.39	489.95	66.69	193.52	2280.13	369.83	3360.42	169.41	1988.77	99.53	136.26	42.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	441.21	49.51	31.94	105.56	392.35	52.81	506.18	19.39	189.86	70.65	39.92	38.00
Movement LOS	F	D	C	F	F	D	F	B	F	E	D	D
d_A, Approach Delay [s/veh]	116.84			326.91			294.65			43.92		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	242.12											
Intersection LOS	F											
Intersection V/C	1.300											

Emissions

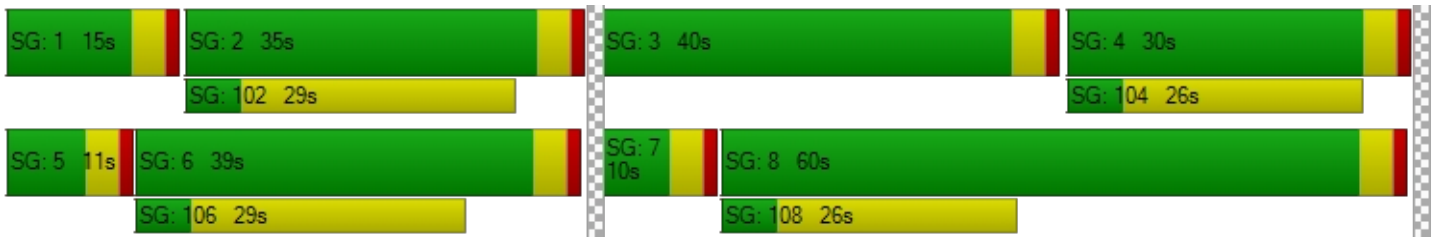
Vehicle Miles Traveled [mph]	19.54	88.66	4.36	7.76	131.09	25.03	119.32	49.80	110.06	32.25	185.42	20.15
Stops [stops/h]	680.89	1220.31	44.46	129.86	3524.55	290.65	2565.07	225.87	1613.86	66.35	272.52	28.47
Fuel consumption [US gal/h]	36.07	31.92	1.14	3.99	180.43	7.87	142.24	5.81	58.81	2.73	12.31	1.31
CO [g/h]	2520.99	2231.50	79.54	278.60	12611.8	549.95	9942.52	405.84	4110.87	190.61	860.32	91.63
NOx [g/h]	490.49	434.17	15.47	54.21	2453.81	107.00	1934.45	78.96	799.83	37.09	167.39	17.83
VOC [g/h]	584.26	517.17	18.43	64.57	2922.93	127.46	2304.28	94.06	952.73	44.18	199.39	21.24

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.654	3.737	3.829	2.943
Crosswalk LOS	D	D	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	517	933	433
d_b, Bicycle Delay [s]	30.10	33.00	17.07	36.82
l_b,int, Bicycle LOS Score for Intersection	2.523	3.353	3.951	1.826
Bicycle LOS	B	C	D	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Placentia Ave/Barrett Ave

Control Type:	All-way stop	Delay (sec / veh):	214.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.317

Intersection Setup

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	155.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	70	25	503	19	20	24	13	1017	61	87	1060	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	128	0	249	0	0	0	0	19	124	97	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	25	752	19	20	24	13	1036	185	184	1079	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	6	188	5	5	6	3	259	46	46	270	4
Total Analysis Volume [veh/h]	198	25	752	19	20	24	13	1036	185	184	1079	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	975	343	384	407	407	420	375	397	397	398
Degree of Utilization, x	2.32	0.18	0.03	1.00	1.00	0.97	0.49	0.92	0.92	0.92

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	74.20	0.66	0.10	12.46	12.46	11.57	2.60	9.88	9.88	9.82
95th-Percentile Queue Length [ft]	1854.91	16.52	2.62	311.4	311.4	289.3	64.93	247.0	247.0	245.4
Approach Delay [s/veh]	618.77	15.81	71.88				52.27			
Approach LOS	F	C	F				F			
Intersection Delay [s/veh]	214.03									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 13: Placentia Ave/Indian Ave

Control Type:	Signalized	Delay (sec / veh):	50.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	100.00	215.00	100.00	215.00	170.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	73	147	17	45	360	559	186	1103	199	12	1013	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	107	35	0	19	14	0	0	124	57	0	128	19
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	4	0	0	140	0	0	64	0	0	9
Total Hourly Volume [veh/h]	180	182	13	64	374	419	186	1227	192	12	1141	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	46	3	16	94	105	47	307	48	3	285	7
Total Analysis Volume [veh/h]	180	182	13	64	374	419	186	1227	192	12	1141	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	22	31	31	6	15	15
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	14	0	10	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	36	0	13	39	0	16	40	40	11	35	35
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Recall	No	No		No	No		No	No	No	No	No	No
Maximum Recall	No	No		No	No		No	No	No	No	No	No
Pedestrian Recall	No	No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	6	36	36	5	35	35	12	41	51	2	31	40
g / C, Green / Cycle	0.06	0.36	0.36	0.05	0.35	0.35	0.12	0.41	0.51	0.02	0.31	0.40
(v / s)_i Volume / Saturation Flow Rate	0.10	0.05	0.01	0.04	0.20	0.26	0.10	0.24	0.12	0.01	0.32	0.02
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	109	1312	586	85	665	565	217	2143	830	29	1121	642
d1, Uniform Delay [s]	47.00	21.38	20.47	47.05	26.30	28.53	43.16	22.50	13.40	48.74	34.50	18.49
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	333.18	0.22	0.07	12.24	3.42	8.50	9.34	0.24	0.65	9.31	17.12	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.66	0.14	0.02	0.75	0.56	0.74	0.86	0.57	0.23	0.42	1.02	0.04
d, Delay for Lane Group [s/veh]	380.18	21.60	20.54	59.29	29.72	37.03	52.50	22.74	14.05	58.06	51.62	18.51
Lane Group LOS	F	C	C	E	C	D	D	C	B	E	F	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.73	1.46	0.21	1.81	7.38	9.53	4.89	6.85	2.31	0.36	15.34	0.38
50th-Percentile Queue Length [ft/ln]	318.27	36.46	5.13	45.28	184.48	238.34	122.30	171.23	57.73	9.05	383.62	9.52
95th-Percentile Queue Length [veh/ln]	21.07	2.63	0.37	3.26	11.83	14.60	8.52	11.14	4.16	0.65	22.01	0.69
95th-Percentile Queue Length [ft/ln]	526.74	65.63	9.24	81.50	295.86	364.93	212.99	278.53	103.92	16.29	550.26	17.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	380.18	21.60	20.54	59.29	29.72	37.03	52.50	22.74	14.05	58.06	51.62	18.51
Movement LOS	F	C	C	E	C	D	D	C	B	E	F	B
d_A, Approach Delay [s/veh]	193.68			35.50			25.15			50.90		
Approach LOS	F			D			C			D		
d_I, Intersection Delay [s/veh]	50.66											
Intersection LOS	D											
Intersection V/C	0.777											

Emissions

Vehicle Miles Traveled [mph]	56.37	57.00	4.07	31.99	186.95	209.44	16.91	111.53	17.45	2.99	284.13	6.97
Stops [stops/h]	458.31	105.00	7.39	65.20	265.65	343.21	176.12	739.71	83.13	13.03	1104.83	13.71
Fuel consumption [US gal/h]	18.78	3.73	0.26	2.68	11.97	14.60	4.76	18.70	2.18	0.41	35.46	0.52
CO [g/h]	1312.41	260.48	18.37	187.29	836.93	1020.79	332.46	1307.04	152.44	28.39	2478.70	36.00
NOx [g/h]	255.35	50.68	3.57	36.44	162.84	198.61	64.69	254.30	29.66	5.52	482.26	7.00
VOC [g/h]	304.16	60.37	4.26	43.41	193.97	236.58	77.05	302.92	35.33	6.58	574.46	8.34

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.631	3.000	3.472	3.135
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	700	720	620
d_b, Bicycle Delay [s]	23.12	21.13	20.48	23.81
l_b,int, Bicycle LOS Score for Intersection	1.872	2.382	2.478	2.541
Bicycle LOS	A	B	B	B

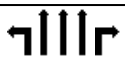
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Placentia Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	283.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.514

Intersection Setup

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	260.00	100.00	215.00	245.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	171	41	11	24	104	477	45	1349	299	11	2132	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	804	0	0	0	0	0	0	181	329	0	235	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	3	0	0	119	0	0	157	0	0	2
Total Hourly Volume [veh/h]	975	41	8	24	104	358	45	1530	471	11	2367	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	244	10	2	6	26	90	11	383	118	3	592	1
Total Analysis Volume [veh/h]	975	41	8	24	104	358	45	1530	471	11	2367	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	17	27	0	5	15	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	49	0	0	49	0	11	52	0	9	50	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	4	51	51	1	49	49
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.03	0.47	0.47	0.01	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	1.03	0.03	0.02	0.28	0.02	0.30	0.29	0.01	0.46	0.00
s, saturation flow rate [veh/h]	945	1847	1378	1671	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	227	759	586	686	62	2417	754	24	2308	720
d1, Uniform Delay [s]	48.32	19.62	21.64	26.40	52.61	22.19	22.06	53.88	30.47	16.92
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.19	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1495.82	0.16	0.13	5.21	14.94	0.28	1.46	13.11	16.23	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.30	0.06	0.04	0.67	0.73	0.63	0.62	0.46	1.03	0.01
d, Delay for Lane Group [s/veh]	1544.15	19.78	21.77	31.61	67.55	22.46	23.52	66.99	46.70	16.93
Lane Group LOS	F	B	C	C	E	C	C	E	F	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	100.36	0.77	0.40	10.37	1.45	9.26	8.75	0.38	21.99	0.05
50th-Percentile Queue Length [ft/ln]	2508.92	19.35	10.11	259.32	36.36	231.38	218.73	9.54	549.84	1.35
95th-Percentile Queue Length [veh/ln]	167.24	1.39	0.73	15.65	2.62	14.24	13.60	0.69	30.25	0.10
95th-Percentile Queue Length [ft/ln]	4181.00	34.83	18.20	391.37	65.44	356.11	340.00	17.16	756.23	2.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1544.15	19.78	19.78	21.77	31.61	31.61	67.55	22.46	23.52	66.99	46.70	16.93
Movement LOS	F	B	B	C	C	C	E	C	C	E	F	B
d_A, Approach Delay [s/veh]	1471.20			31.12			23.70			46.74		
Approach LOS	F			C			C			D		
d_I, Intersection Delay [s/veh]	283.17											
Intersection LOS	F											
Intersection V/C	1.514											

Emissions

Vehicle Miles Traveled [mph]	331.20	16.64	5.80	111.66	5.27	179.17	55.16	0.90	193.98	0.33
Stops [stops/h]	3284.40	25.33	13.23	339.47	47.60	908.68	286.33	12.48	2159.35	1.77
Fuel consumption [US gal/h]	350.43	1.04	0.44	10.31	1.39	24.43	7.71	0.34	55.99	0.05
CO [g/h]	24494.74	72.86	31.04	720.39	97.23	1707.91	538.62	23.49	3913.68	3.29
NOx [g/h]	4765.79	14.18	6.04	140.16	18.92	332.30	104.80	4.57	761.46	0.64
VOC [g/h]	5676.89	16.89	7.19	166.96	22.53	395.82	124.83	5.44	907.03	0.76

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.722	2.423	5.448	3.496
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	818	873	836
d_b, Bicycle Delay [s]	19.20	19.20	17.47	18.62
l_b,int, Bicycle LOS Score for Intersection	3.254	2.558	2.771	2.871
Bicycle LOS	C	B	C	C

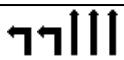
Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Placentia Ave/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	83.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	I-215 NB				Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration										
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	2	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name	I-215 NB						Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	128	5	563	0	0	0	181	1093	0	0	1103	821
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	150	0	0	0	0	360	0	0	368	671
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	178	0	0	0	0	0	0	0	0	373
Total Hourly Volume [veh/h]	128	5	535	0	0	0	181	1453	0	0	1471	1119
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	1	134	0	0	0	45	363	0	0	368	280
Total Analysis Volume [veh/h]	128	5	535	0	0	0	181	1453	0	0	1471	1119
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	5	30	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	22	0	0	0	0	9	38	0	0	29	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18		5	34	25	25
g / C, Green / Cycle	0.30	0.30	0.30		0.08	0.57	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.28	0.28	0.69
s, saturation flow rate [veh/h]	1810	1816	8500		3514	5176	5176	1615
c, Capacity [veh/h]	547	549	2567		282	2922	2162	675
d1, Uniform Delay [s]	15.17	15.17	15.60		26.75	7.91	14.21	17.47
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.45	0.45	0.18		2.43	0.13	0.38	303.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.12	0.21		0.64	0.50	0.68	1.66
d, Delay for Lane Group [s/veh]	15.63	15.62	15.78		29.19	8.04	14.59	320.52
Lane Group LOS	B	B	B		C	A	B	F
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.67	0.67	5.13		1.22	2.52	4.74	64.67
50th-Percentile Queue Length [ft/ln]	16.82	16.86	128.28		30.46	62.88	118.44	1616.70
95th-Percentile Queue Length [veh/ln]	1.21	1.21	8.85		2.19	4.53	8.31	101.86
95th-Percentile Queue Length [ft/ln]	30.27	30.35	221.15		54.83	113.19	207.68	2546.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.63	15.62	15.78	0.00	0.00	0.00	29.19	8.04	0.00	0.00	14.59	320.52
Movement LOS	B	B	B				C	A			B	F
d_A, Approach Delay [s/veh]	15.75			0.00			10.38			146.77		
Approach LOS	B			A			B			F		
d_I, Intersection Delay [s/veh]	83.32											
Intersection LOS	F											
Intersection V/C	0.807											

Emissions

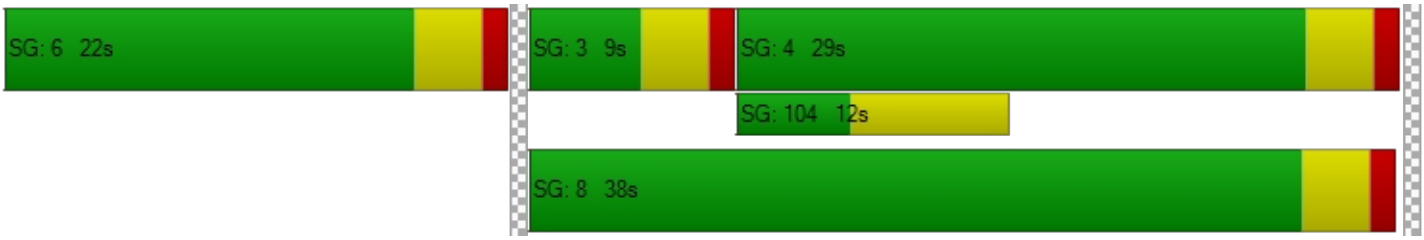
Vehicle Miles Traveled [mph]	6.03	6.05	48.60		26.02	208.84	172.27	131.04
Stops [stops/h]	40.36	40.47	307.87		146.22	452.77	852.74	3880.08
Fuel consumption [US gal/h]	0.68	0.68	5.42		3.78	15.17	16.17	99.81
CO [g/h]	47.70	47.84	378.84		264.56	1060.04	1130.43	6976.54
NOx [g/h]	9.28	9.31	73.71		51.47	206.24	219.94	1357.38
VOC [g/h]	11.06	11.09	87.80		61.31	245.67	261.99	1616.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.466	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	0	1133	833
d_b, Bicycle Delay [s]	14.70	30.00	5.63	10.21
l_b,int, Bicycle LOS Score for Intersection	2.956	4.132	2.458	3.189
Bicycle LOS	C	D	B	C

Sequence

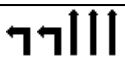
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Placentia Ave/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	66.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name				I-215 SB			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	300.00	270.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				I-215 SB			Placentia Ave			Placentia Ave		
Base Volume Input [veh/h]	0	0	0	766	1	122	0	498	232	834	345	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	317	0	0	0	25	0	342	26	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	31	0	0	58	0	0	0
Total Hourly Volume [veh/h]	0	0	18	1083	1	91	0	523	174	1176	371	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	271	0	23	0	131	44	294	93	0
Total Analysis Volume [veh/h]	0	0	18	1083	1	91	0	523	174	1176	371	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	10	0	28	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	20	0	0	17	0	23	40	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
C, Calculated Cycle Length [s]		60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		14	14	14	10	10	24	38
g / C, Green / Cycle		0.23	0.23	0.23	0.17	0.17	0.40	0.63
(v / s)_i Volume / Saturation Flow Rate		0.30	0.30	0.01	0.10	0.11	0.33	0.07
s, saturation flow rate [veh/h]		1810	1810	8500	5176	1615	3514	5176
c, Capacity [veh/h]		419	419	1966	879	274	1402	3288
d1, Uniform Delay [s]		23.06	23.06	17.92	23.00	23.17	16.29	4.30
k, delay calibration		0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		149.45	149.40	0.04	0.65	2.43	1.42	0.02
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.29	1.29	0.05	0.60	0.63	0.84	0.11
d, Delay for Lane Group [s/veh]		172.51	172.46	17.96	23.65	25.60	17.71	4.31
Lane Group LOS		F	F	B	C	C	B	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		22.53	22.52	0.89	2.05	2.19	5.97	0.34
50th-Percentile Queue Length [ft/ln]		563.14	563.05	22.35	51.25	54.83	149.31	8.54
95th-Percentile Queue Length [veh/ln]		34.50	34.49	1.61	3.69	3.95	9.98	0.62
95th-Percentile Queue Length [ft/ln]		862.46	862.31	40.23	92.24	98.69	249.51	15.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	172.49	172.46	17.96	0.00	23.65	25.60	17.71	4.31	0.00
Movement LOS				F	F	B		C	C	B	A	
d_A, Approach Delay [s/veh]	0.00			160.52			24.14			14.50		
Approach LOS	A			F			C			B		
d_I, Intersection Delay [s/veh]	66.65											
Intersection LOS	E											
Intersection V/C	0.742											

Emissions

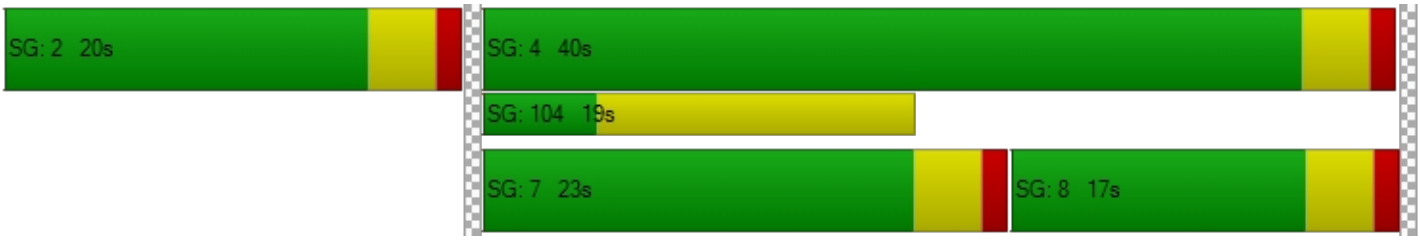
Vehicle Miles Traveled [mph]		36.33	36.33	6.10	59.54	19.81	169.03	53.32
Stops [stops/h]		1351.54	1351.32	53.64	368.96	131.58	716.71	61.51
Fuel consumption [US gal/h]		33.60	33.60	1.08	9.15	3.22	18.94	2.92
CO [g/h]		2348.88	2348.36	75.36	639.27	225.19	1324.16	203.99
NOx [g/h]		457.01	456.91	14.66	124.38	43.81	257.63	39.69
VOC [g/h]		544.38	544.25	17.47	148.16	52.19	306.89	47.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.488	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	533	433	1200
d_b, Bicycle Delay [s]	30.00	16.13	18.41	4.80
l_b,int, Bicycle LOS Score for Intersection	4.132	3.550	1.975	2.410
Bicycle LOS	D	D	A	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Orange Ave/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	37.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	1650.00	100.00	100.00	930.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	171	261	46	74	417	116	250	509	395	89	458	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	0	0	0	0	6	6	31	90	0	23	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	12	0	0	31	0	0	121	0	0	12
Total Hourly Volume [veh/h]	209	261	34	74	417	91	256	540	364	89	481	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	65	9	19	104	23	64	135	91	22	120	9
Total Analysis Volume [veh/h]	209	261	34	74	417	91	256	540	364	89	481	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	35	0	10	30	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	40	40	5	34	34	14	23	23	6	15	15
g / C, Green / Cycle	0.12	0.45	0.45	0.05	0.38	0.38	0.16	0.26	0.26	0.06	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.12	0.08	0.08	0.04	0.14	0.14	0.14	0.15	0.23	0.05	0.13	0.02
s, saturation flow rate [veh/h]	1810	1900	1825	1810	1900	1784	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	221	849	815	96	717	674	291	937	418	115	585	261
d1, Uniform Delay [s]	39.20	14.96	14.97	42.06	20.21	20.24	36.92	29.05	31.90	41.51	36.47	32.32
k, delay calibration	0.34	0.50	0.50	0.11	0.50	0.50	0.30	0.11	0.19	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	37.89	0.45	0.48	12.08	1.43	1.54	20.07	0.56	9.63	10.54	2.97	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.18	0.18	0.77	0.36	0.37	0.88	0.58	0.87	0.77	0.82	0.13
d, Delay for Lane Group [s/veh]	77.09	15.42	15.45	54.14	21.64	21.78	56.98	29.61	41.53	52.05	39.44	32.55
Lane Group LOS	E	B	B	D	C	C	E	C	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.67	1.77	1.73	1.87	3.90	3.73	6.81	4.82	8.15	2.19	5.07	0.64
50th-Percentile Queue Length [ft/ln]	166.77	44.35	43.13	46.86	97.62	93.19	170.37	120.62	203.85	54.87	126.73	15.99
95th-Percentile Queue Length [veh/ln]	10.91	3.19	3.11	3.37	7.03	6.71	11.10	8.43	12.84	3.95	8.76	1.15
95th-Percentile Queue Length [ft/ln]	272.66	79.83	77.64	84.34	175.72	167.75	277.40	210.67	320.93	98.76	219.04	28.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.09	15.43	15.45	54.14	21.69	21.78	56.98	29.61	41.53	52.05	39.44	32.55
Movement LOS	E	B	B	D	C	C	E	C	D	D	D	C
d_A, Approach Delay [s/veh]	41.00			25.83			39.39			40.89		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	37.23											
Intersection LOS	D											
Intersection V/C	0.529											

Emissions

Vehicle Miles Traveled [mph]	104.73	75.07	72.76	37.04	130.51	123.77	129.10	272.31	183.56	14.80	79.97	5.82
Stops [stops/h]	266.83	70.96	69.01	74.97	156.20	149.11	272.60	385.97	326.16	87.79	405.52	25.58
Fuel consumption [US gal/h]	10.19	3.93	3.81	3.02	7.56	7.19	10.78	17.39	13.42	2.54	11.64	0.75
CO [g/h]	712.01	274.38	266.22	210.89	528.70	502.77	753.71	1215.34	938.31	177.64	813.88	52.38
NOx [g/h]	138.53	53.39	51.80	41.03	102.87	97.82	146.65	236.46	182.56	34.56	158.35	10.19
VOC [g/h]	165.01	63.59	61.70	48.88	122.53	116.52	174.68	281.67	217.46	41.17	188.62	12.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.759	2.690	3.137	2.783
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	578	667	489
d_b, Bicycle Delay [s]	19.34	22.76	20.00	25.69
l_b,int, Bicycle LOS Score for Intersection	1.985	2.065	2.616	2.069
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 18: Orange Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	116.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	30.00	250.00	100.00	230.00	170.00	100.00	100.00	165.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	202	1345	413	301	1536	44	40	405	261	475	607	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	138	0	0	0	31	62	96	127	194	31	37	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	103	0	0	27	0	0	114	0	0	69
Total Hourly Volume [veh/h]	340	1345	310	301	1567	79	136	532	341	506	644	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	336	78	75	392	20	34	133	85	127	161	52
Total Analysis Volume [veh/h]	340	1345	310	301	1567	79	136	532	341	506	644	206
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	26	0	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	23	30	0	25	32	0	14	30	0	35	51	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	26	26	21	28	28	10	26	26	31	47	47
g / C, Green / Cycle	0.16	0.22	0.22	0.18	0.23	0.23	0.08	0.22	0.22	0.26	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.19	0.26	0.19	0.17	0.30	0.05	0.08	0.15	0.21	0.28	0.18	0.13
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	287	1121	350	317	1208	377	151	784	350	467	1417	633
d1, Uniform Delay [s]	50.50	47.00	45.56	48.99	46.00	37.08	54.51	43.16	46.67	44.50	27.01	25.45
k, delay calibration	0.50	0.50	0.50	0.40	0.50	0.50	0.31	0.11	0.25	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	113.56	98.53	26.39	34.16	140.12	1.26	36.62	1.04	28.53	65.66	0.23	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.19	1.20	0.89	0.95	1.30	0.21	0.90	0.68	0.97	1.08	0.45	0.33
d, Delay for Lane Group [s/veh]	164.06	145.53	71.95	83.15	186.12	38.34	91.13	44.21	75.20	110.16	27.24	25.75
Lane Group LOS	F	F	E	F	F	D	F	D	E	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	17.37	20.99	11.21	11.65	27.21	1.96	5.50	7.14	12.52	22.29	6.86	4.16
50th-Percentile Queue Length [ft/ln]	434.36	524.73	280.36	291.17	680.36	48.97	137.57	178.61	312.97	557.27	171.47	103.98
95th-Percentile Queue Length [veh/ln]	26.20	31.32	16.71	17.24	40.87	3.53	9.35	11.53	18.32	31.50	11.15	7.49
95th-Percentile Queue Length [ft/ln]	655.04	782.95	417.66	431.10	1021.79	88.14	233.75	288.20	458.04	787.46	278.84	187.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	164.06	145.53	71.95	83.15	186.12	38.34	91.13	44.21	75.20	110.16	27.24	25.75
Movement LOS	F	F	E	F	F	D	F	D	E	F	C	C
d_A, Approach Delay [s/veh]	137.25			164.20			61.01			57.96		
Approach LOS	F			F			E			E		
d_I, Intersection Delay [s/veh]	116.33											
Intersection LOS	F											
Intersection V/C	0.981											

Emissions

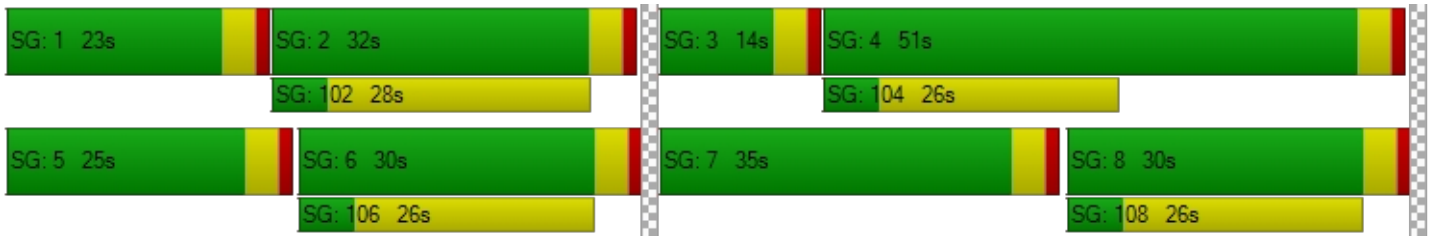
Vehicle Miles Traveled [mph]	17.77	70.31	16.21	132.81	691.40	34.86	13.38	52.34	33.55	255.17	324.76	103.88
Stops [stops/h]	521.23	1889.02	336.43	349.41	2449.28	58.76	165.09	428.67	375.57	668.72	411.52	124.77
Fuel consumption [US gal/h]	18.44	65.72	9.28	13.99	113.49	2.54	5.03	11.91	11.04	25.54	19.21	6.05
CO [g/h]	1288.90	4594.01	648.45	977.85	7933.07	177.67	351.81	832.46	771.51	1785.30	1342.97	422.55
NOx [g/h]	250.77	893.83	126.16	190.25	1543.49	34.57	68.45	161.97	150.11	347.35	261.29	82.21
VOC [g/h]	298.72	1064.71	150.28	226.63	1838.56	41.18	81.54	192.93	178.80	413.76	311.25	97.93

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.733	3.461	3.170	3.000
Crosswalk LOS	D	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	467	433	783
d_b, Bicycle Delay [s]	36.82	35.27	36.82	22.20
l_b,int, Bicycle LOS Score for Intersection	2.714	2.645	2.486	2.735
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Orange Ave/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	649.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.106

Intersection Setup

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	16.00	16.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Base Volume Input [veh/h]	109	0	71	141	0	27	27	567	0	0	346	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	183	0	62	109	51	130	239	0	0	60	64
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	183	71	203	109	78	157	806	0	0	406	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	46	18	51	27	20	39	202	0	0	102	27
Total Analysis Volume [veh/h]	109	183	71	203	109	78	157	806	0	0	406	109
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	2.11	0.12	0.31	1.16	0.10	0.15	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.23	649.56	614.10	13.10	235.49	201.93	8.98	0.00	0.00	9.35	0.00	0.00
Movement LOS	B	F	F	B	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.74	21.84	21.84	1.34	11.18	11.18	0.52	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.46	545.90	545.90	33.52	279.62	279.62	12.97	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	451.55			113.02			1.46			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	93.86											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Orange Ave/Indian Ave

Control Type:	All-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Indian Ave		Orange Ave		Orange Ave	
Base Volume Input [veh/h]	242	253	1	237	252	235
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	71	0	7	145	144	135
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	313	253	8	382	396	370
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	63	2	96	99	93
Total Analysis Volume [veh/h]	313	253	8	382	396	370
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	436	507	399	423	423	461	461	508
Degree of Utilization, x	0.72	0.50	0.02	0.45	0.45	0.43	0.43	0.73

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.61	2.75	0.06	2.29	2.29	2.12	2.12	5.99
95th-Percentile Queue Length [ft]	140.15	68.73	1.53	57.20	57.20	53.08	53.08	149.63
Approach Delay [s/veh]	23.69		17.90			21.24		
Approach LOS	C		C			C		
Intersection Delay [s/veh]	21.29							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 21: Orange Ave/Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	254.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Frontage Rd		Frontage Rd		Orange Ave	
Base Volume Input [veh/h]	133	2	229	161	400	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	78	209	67	169	491
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	80	0	0	0	607
Total Hourly Volume [veh/h]	259	0	438	228	569	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	110	57	142	0
Total Analysis Volume [veh/h]	259	0	438	228	569	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	33	47	5	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	14	0	33	47	73	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	38	38	38	38	38	38
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	11	25	5	5
g / C, Green / Cycle	0.25	0.25	0.30	0.66	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.00	0.24	0.06	0.31	0.00
s, saturation flow rate [veh/h]	3618	1615	1810	3618	1810	1615
c, Capacity [veh/h]	896	400	548	2374	239	213
d1, Uniform Delay [s]	11.53	0.00	12.13	2.38	16.41	0.00
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.00	2.75	0.02	633.19	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.00	0.80	0.10	2.38	0.00
d, Delay for Lane Group [s/veh]	11.70	0.00	14.88	2.40	649.60	0.00
Lane Group LOS	B	A	B	A	F	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.62	0.00	2.59	0.01	43.78	0.00
50th-Percentile Queue Length [ft/ln]	15.62	0.00	64.72	0.28	1094.59	0.00
95th-Percentile Queue Length [veh/ln]	1.12	0.00	4.66	0.02	68.85	0.00
95th-Percentile Queue Length [ft/ln]	28.12	0.00	116.49	0.51	1721.32	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.70	0.00	14.88	2.40	649.60	0.00
Movement LOS	B	A	B	A	F	A
d_A, Approach Delay [s/veh]	11.70		10.61		649.60	
Approach LOS	B		B		F	
d_I, Intersection Delay [s/veh]	254.16					
Intersection LOS	F					
Intersection V/C	0.628					

Emissions

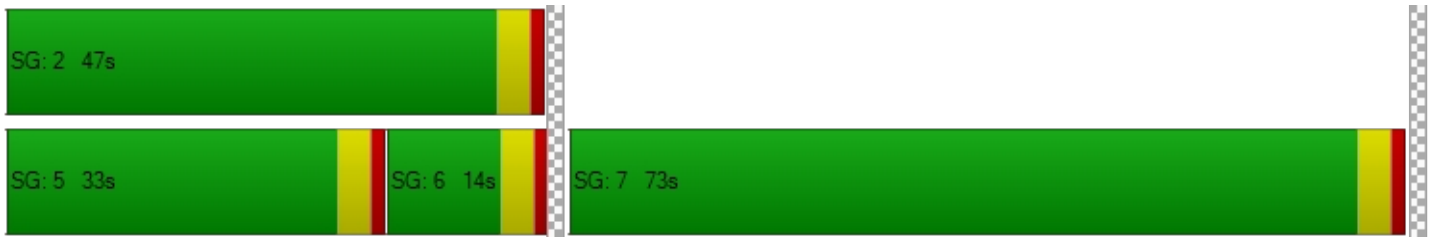
Vehicle Miles Traveled [mph]	37.30	0.00	80.71	42.01	38.91	0.00
Stops [stops/h]	119.17	0.00	246.86	2.16	4175.10	0.00
Fuel consumption [US gal/h]	3.38	0.00	7.16	1.58	99.87	0.00
CO [g/h]	236.05	0.00	500.63	110.33	6981.18	0.00
NOx [g/h]	45.93	0.00	97.40	21.47	1358.28	0.00
VOC [g/h]	54.71	0.00	116.03	25.57	1617.96	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	530	2278	3655
d_b, Bicycle Delay [s]	10.20	0.36	12.93
l_b,int, Bicycle LOS Score for Intersection	1.839	2.109	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 22: Citrus Ave/Redlands Ave

Control Type:	All-way stop	Delay (sec / veh):	94.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.380

Intersection Setup

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	1300.00	50.00	100.00	100.00	50.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	216	334	41	111	367	463	272	215	270	20	152	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	32	0	0	90	0	0	37	13	0	16	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	366	41	111	457	463	272	252	283	20	168	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	92	10	28	114	116	68	63	71	5	42	21
Total Analysis Volume [veh/h]	240	366	41	111	457	463	272	252	283	20	168	82
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	325	339	343	375	457	463	360	535	304	316	334
Degree of Utilization, x	0.74	0.60	0.59	0.30	1.17	1.11	0.76	1.38	0.07	0.53	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.57	3.70	3.62	1.22	17.77	16.22	6.02	26.11	0.21	2.94	0.95
95th-Percentile Queue Length [ft]	139.32	92.48	90.49	30.44	444.32	405.62	150.52	652.74	5.26	73.59	23.68
Approach Delay [s/veh]	32.12			105.49			153.35		22.69		
Approach LOS	D			F			F		C		
Intersection Delay [s/veh]	94.16										
Intersection LOS	F										

Intersection Level Of Service Report
Intersection 23: Citrus Ave/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	74.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.505

Intersection Setup

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	220.00	100.00	100.00	120.00	100.00	250.00	100.00	100.00	100.00	315.00	100.00	35.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	650.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Base Volume Input [veh/h]	80	1520	614	234	1816	42	64	35	85	463	28	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	357	0	50	426	0	0	0	0	0	0	40
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	614	0	0	42	0	0	85	0	0	181
Total Hourly Volume [veh/h]	80	1877	0	284	2242	0	64	35	0	463	28	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	469	0	71	561	0	16	9	0	116	7	0
Total Analysis Volume [veh/h]	80	1877	0	284	2242	0	64	35	0	463	28	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	57	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	66	0	0	57	0	0	14	0	0	40	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	C	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	66	66	57	57	57	10	33	33	33
g / C, Green / Cycle	0.04	0.55	0.55	0.47	0.47	0.47	0.08	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.04	0.34	0.34	1.15	0.43	0.00	0.05	0.26	0.01	0.00
s, saturation flow rate [veh/h]	1810	3618	1900	247	5176	1615	1841	1810	1900	1615
c, Capacity [veh/h]	75	1980	1040	113	2445	763	148	492	517	440
d1, Uniform Delay [s]	57.50	18.63	18.63	53.90	29.47	0.00	53.62	42.72	32.26	0.00
k, delay calibration	0.31	0.50	0.50	0.50	0.50	0.50	0.11	0.12	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	98.95	1.48	2.80	703.33	6.87	0.00	5.12	10.31	0.04	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.06	0.62	0.62	2.51	0.92	0.00	0.67	0.94	0.05	0.00
d, Delay for Lane Group [s/veh]	156.45	20.11	21.42	757.23	36.33	0.00	58.74	53.02	32.30	0.00
Lane Group LOS	F	C	C	F	D	A	E	D	C	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.36	11.78	12.75	25.51	20.03	0.00	3.14	14.86	0.62	0.00
50th-Percentile Queue Length [ft/ln]	108.97	294.38	318.73	637.77	500.66	0.00	78.50	371.43	15.51	0.00
95th-Percentile Queue Length [veh/ln]	7.85	17.40	18.60	45.92	27.37	0.00	5.65	21.18	1.12	0.00
95th-Percentile Queue Length [ft/ln]	196.14	435.07	465.12	1147.99	684.13	0.00	141.30	529.47	27.92	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	156.45	20.56	21.42	757.23	36.33	0.00	58.74	58.74	58.74	53.02	32.30	0.00
Movement LOS	F	C	C	F	D	A	E	E	E	D	C	A
d_A, Approach Delay [s/veh]	26.11			117.39			58.74			51.84		
Approach LOS	C			F			E			D		
d_I, Intersection Delay [s/veh]	74.69											
Intersection LOS	E											
Intersection V/C	1.505											

Emissions

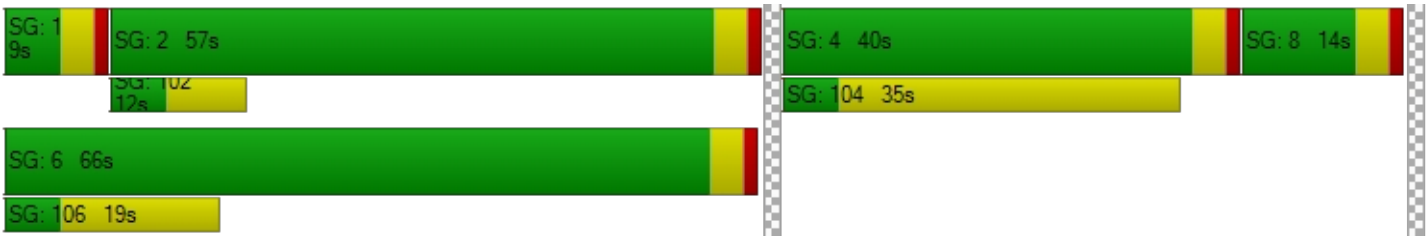
Vehicle Miles Traveled [mph]	39.93	614.19	322.58	27.48	216.93	0.00	7.89	233.90	14.15	0.00
Stops [stops/h]	130.76	706.52	382.47	765.33	1802.36	0.00	94.20	445.72	18.61	0.00
Fuel consumption [US gal/h]	4.91	34.22	18.21	54.21	46.42	0.00	1.90	17.22	0.89	0.00
CO [g/h]	343.39	2392.17	1272.89	3789.30	3244.91	0.00	132.79	1203.94	62.32	0.00
NOx [g/h]	66.81	465.43	247.66	737.26	631.34	0.00	25.84	234.24	12.13	0.00
VOC [g/h]	79.58	554.41	295.01	878.21	752.04	0.00	30.77	279.02	14.44	0.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.658	1.987	3.134
Crosswalk LOS	F	D	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1033	883	167	600
d_b, Bicycle Delay [s]	14.02	18.70	50.42	29.40
l_b,int, Bicycle LOS Score for Intersection	2.974	2.972	1.863	2.668
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Nuevo Rd/Murrieta Rd

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	63.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	290.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	50	187	235	67	74	81	60	872	19	261	1007	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	0	0	0	19	20	89	6	0	38	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	59	0	0	25	0	0	6	0	0	21
Total Hourly Volume [veh/h]	56	187	176	67	74	75	80	961	19	261	1045	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	47	44	17	19	19	20	240	5	65	261	15
Total Analysis Volume [veh/h]	56	187	176	67	74	75	80	961	19	261	1045	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	14	0	27	32	0	10	19	0	30	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	34	4	35	35	5	20	20	15	30	30
g / C, Green / Cycle	0.04	0.38	0.05	0.39	0.39	0.06	0.22	0.22	0.17	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.04	0.04	0.05	0.04	0.19	0.01	0.14	0.29	0.04
s, saturation flow rate [veh/h]	1810	1750	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	76	668	90	741	630	103	1154	360	303	1206	539
d1, Uniform Delay [s]	42.62	21.70	42.18	17.43	17.57	41.87	33.37	27.49	36.44	28.11	20.78
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.97	3.15	11.23	0.27	0.39	11.68	1.64	0.06	7.14	2.02	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.54	0.74	0.10	0.12	0.78	0.83	0.05	0.86	0.87	0.11
d, Delay for Lane Group [s/veh]	55.59	24.85	53.41	17.70	17.96	53.55	35.01	27.55	43.59	30.14	20.87
Lane Group LOS	E	C	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.50	6.44	1.75	1.03	1.06	1.97	6.23	0.30	5.72	9.63	0.82
50th-Percentile Queue Length [ft/ln]	37.60	160.98	43.77	25.64	26.46	49.29	155.83	7.55	143.10	240.65	20.38
95th-Percentile Queue Length [veh/ln]	2.71	10.60	3.15	1.85	1.91	3.55	10.33	0.54	9.65	14.71	1.47
95th-Percentile Queue Length [ft/ln]	67.68	265.03	78.79	46.14	47.63	88.72	258.19	13.59	241.19	367.85	36.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.59	24.85	24.85	53.41	17.70	17.96	53.55	35.01	27.55	43.59	30.14	20.87
Movement LOS	E	C	C	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	28.96			28.87			36.28			32.29		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.97											
Intersection LOS	C											
Intersection V/C	0.578											

Emissions

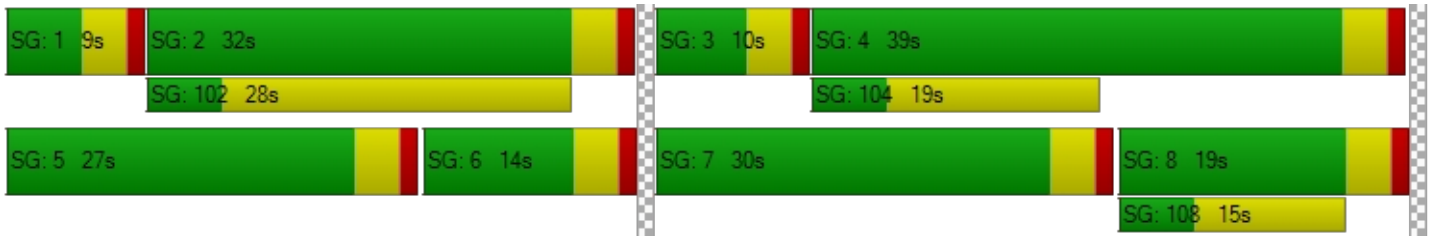
Vehicle Miles Traveled [mph]	7.86	50.92	9.33	10.30	10.44	40.04	480.92	9.51	68.18	272.99	15.94
Stops [stops/h]	60.16	257.57	70.03	41.02	42.33	78.86	747.99	12.08	228.95	770.07	32.60
Fuel consumption [US gal/h]	1.22	5.11	1.42	0.89	0.91	3.68	36.83	0.65	8.85	29.84	1.40
CO [g/h]	85.10	357.45	98.99	62.01	63.33	256.94	2574.25	45.37	618.50	2086.09	97.70
NOx [g/h]	16.56	69.55	19.26	12.07	12.32	49.99	500.86	8.83	120.34	405.88	19.01
VOC [g/h]	19.72	82.84	22.94	14.37	14.68	59.55	596.61	10.51	143.34	483.47	22.64

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.253	2.288	3.183	0.000
Crosswalk LOS	B	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	622	333	778
d_b, Bicycle Delay [s]	35.56	21.36	31.25	16.81
l_b,int, Bicycle LOS Score for Intersection	2.348	1.957	2.146	2.705
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: Nuevo Rd/Redlands Ave

Control Type:	Signalized	Delay (sec / veh):	85.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	272	357	191	36	360	72	134	958	321	179	910	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	12	0	90	13	0	0	26	5	0	19	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	48	0	0	18	0	0	82	0	0	33
Total Hourly Volume [veh/h]	281	369	143	126	373	54	134	984	244	179	929	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	92	36	32	93	14	34	246	61	45	232	25
Total Analysis Volume [veh/h]	281	369	143	126	373	54	134	984	244	179	929	99
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	27	0	0	27	0	7	22	0	19	34	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	32	0	0	32	0	15	26	0	12	23	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	7	21	21	8	22	22
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.10	0.30	0.30	0.11	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.29	0.19	0.09	0.48	0.07	0.27	0.15	0.10	0.26	0.06
s, saturation flow rate [veh/h]	976	1900	1615	1159	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	107	784	667	541	174	1091	487	207	1157	517
d1, Uniform Delay [s]	20.74	14.98	13.24	23.60	30.89	23.46	20.11	30.47	21.79	17.25
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	762.59	2.02	0.74	44.20	7.07	3.07	0.80	10.34	1.35	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.64	0.47	0.21	1.02	0.77	0.90	0.50	0.87	0.80	0.19
d, Delay for Lane Group [s/veh]	783.33	17.00	13.98	67.80	37.96	26.53	20.91	40.81	23.14	17.43
Lane Group LOS	F	B	B	F	D	C	C	D	C	B
Critical Lane Group	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	24.02	4.04	1.37	14.85	2.40	7.39	3.05	3.35	6.39	1.07
50th-Percentile Queue Length [ft/ln]	600.44	100.91	34.20	371.14	60.10	184.73	76.32	83.80	159.72	26.68
95th-Percentile Queue Length [veh/ln]	43.23	7.27	2.46	21.48	4.33	11.85	5.50	6.03	10.53	1.92
95th-Percentile Queue Length [ft/ln]	1080.79	181.63	61.57	536.95	108.18	296.19	137.38	150.85	263.36	48.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	783.33	17.00	13.98	67.80	67.80	67.80	37.96	26.53	20.91	40.81	23.14	17.43
Movement LOS	F	B	B	E	E	E	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	288.01			67.80			26.65			25.29		
Approach LOS	F			E			C			C		
d_I, Intersection Delay [s/veh]	84.98											
Intersection LOS	F											
Intersection V/C	0.848											

Emissions

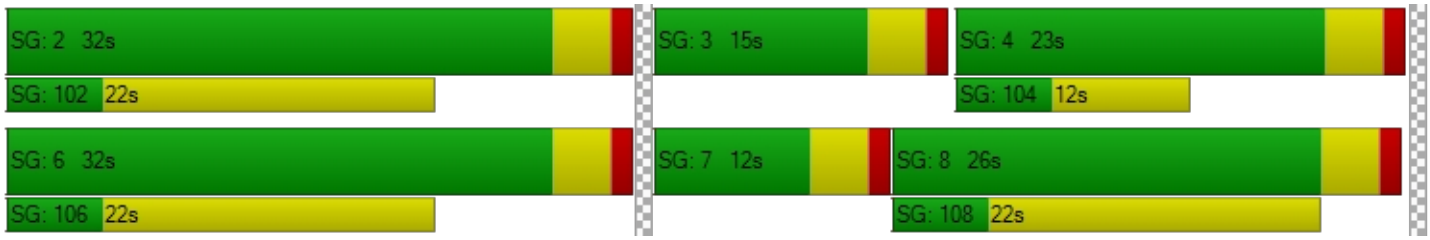
Vehicle Miles Traveled [mph]	106.17	139.42	54.03	277.84	67.79	497.81	123.44	89.58	464.91	49.54
Stops [stops/h]	1235.19	207.58	70.36	763.48	123.64	760.05	157.00	172.40	657.15	54.88
Fuel consumption [US gal/h]	63.78	8.64	3.13	26.65	4.68	30.61	7.00	6.39	27.48	2.66
CO [g/h]	4458.25	603.70	219.04	1862.52	327.00	2139.67	489.48	446.58	1921.07	186.28
NOx [g/h]	867.41	117.46	42.62	362.38	63.62	416.30	95.24	86.89	373.77	36.24
VOC [g/h]	1033.24	139.91	50.77	431.66	75.79	495.89	113.44	103.50	445.23	43.17

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.860	2.611	3.605	3.281
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	629	543
d_b, Bicycle Delay [s]	12.60	12.60	16.46	18.58
l_b,int, Bicycle LOS Score for Intersection	2.947	2.502	2.751	2.583
Bicycle LOS	C	B	C	B

Sequence

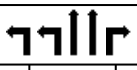
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Nuevo Rd/Perris Blvd

Control Type:	Signalized	Delay (sec / veh):	68.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	185.00	100.00	105.00	145.00	100.00	145.00	175.00	100.00	1000.00	140.00	100.00	175.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Base Volume Input [veh/h]	174	1020	265	420	1095	399	493	991	240	445	726	396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	99	0	31	222	174	230	0	0	0	0	28
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	66	0	0	143	0	0	60	0	0	106
Total Hourly Volume [veh/h]	211	1119	199	451	1317	430	723	991	180	445	726	318
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	280	50	113	329	108	181	248	45	111	182	80
Total Analysis Volume [veh/h]	211	1119	199	451	1317	430	723	991	180	445	726	318
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	12	33	0	17	38	0	27	52	0	18	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	40	40	13	45	45	23	37	37	14	28	28
g / C, Green / Cycle	0.07	0.34	0.34	0.11	0.38	0.38	0.19	0.31	0.31	0.12	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.12	0.22	0.12	0.13	0.36	0.15	0.21	0.27	0.11	0.13	0.14	0.20
s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	2859	3514	3618	1615	3514	5176	1615
c, Capacity [veh/h]	121	1738	542	381	1366	1079	674	1106	494	410	1195	373
d1, Uniform Delay [s]	56.00	33.77	30.18	53.50	36.56	27.37	48.50	39.82	32.54	53.00	41.29	44.20
k, delay calibration	0.40	0.50	0.50	0.12	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	363.07	1.85	1.91	89.76	17.20	1.10	40.02	2.85	0.45	48.08	0.50	8.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.75	0.64	0.37	1.18	0.96	0.40	1.07	0.90	0.36	1.09	0.61	0.85
d, Delay for Lane Group [s/veh]	419.07	35.62	32.09	143.26	53.76	28.47	88.52	42.67	32.99	101.08	41.79	52.56
Lane Group LOS	F	D	C	F	D	C	F	D	C	F	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.73	9.13	4.50	10.33	21.05	4.51	13.58	13.96	4.08	8.80	6.34	9.70
50th-Percentile Queue Length [ft/ln]	393.17	228.30	112.53	258.25	526.15	112.78	339.46	348.95	101.88	219.90	158.40	242.50
95th-Percentile Queue Length [veh/ln]	25.61	14.09	7.98	16.64	28.57	7.99	20.35	20.09	7.34	14.12	10.46	14.81
95th-Percentile Queue Length [ft/ln]	640.15	352.19	199.51	415.90	714.24	199.86	508.71	502.13	183.39	352.98	261.60	370.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	419.07	35.62	32.09	143.26	53.76	28.47	88.52	42.67	32.99	101.08	41.79	52.56
Movement LOS	F	D	C	F	D	C	F	D	C	F	D	D
d_A, Approach Delay [s/veh]	88.07			67.17			59.25			61.81		
Approach LOS	F			E			E			E		
d_I, Intersection Delay [s/veh]	68.44											
Intersection LOS	E											
Intersection V/C	0.883											

Emissions

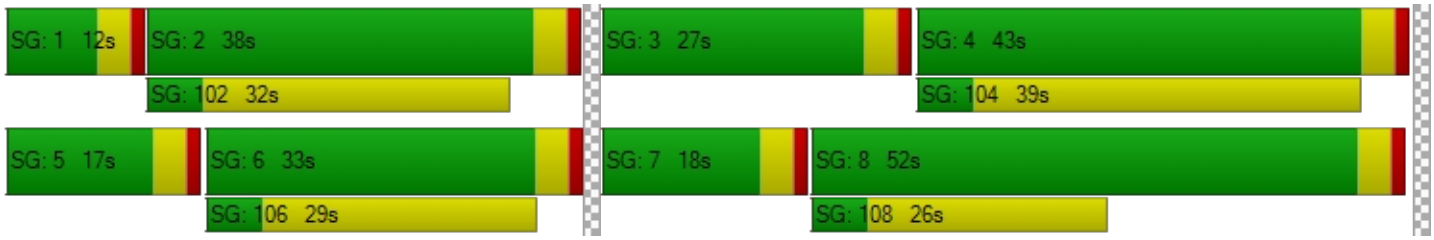
Vehicle Miles Traveled [mph]	79.44	421.27	74.92	225.08	657.28	214.60	161.03	220.72	40.09	225.13	367.29	160.88
Stops [stops/h]	471.80	821.87	135.03	619.79	1262.76	270.67	814.72	837.48	122.26	527.76	570.24	291.00
Fuel consumption [US gal/h]	26.58	32.77	5.55	28.57	52.64	13.21	26.79	24.74	3.85	22.40	24.93	12.02
CO [g/h]	1857.88	2290.53	387.71	1996.86	3679.32	923.54	1872.86	1729.21	268.80	1565.81	1742.78	840.36
NOx [g/h]	361.48	445.65	75.43	388.52	715.86	179.69	364.39	336.44	52.30	304.65	339.08	163.50
VOC [g/h]	430.58	530.85	89.86	462.79	852.72	214.04	434.05	400.76	62.30	362.89	403.91	194.76

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.492	3.817	3.450	3.428
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	567	800	650
d_b, Bicycle Delay [s]	34.50	30.82	21.60	27.34
l_b,int, Bicycle LOS Score for Intersection	2.437	3.491	3.172	2.437
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Nuevo Rd/Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	190.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.449

Intersection Setup

Name					Nuevo Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Nuevo Rd	
Base Volume Input [veh/h]	0	293	0	1854	1752	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	159	0	230	174	37
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	452	0	2084	1926	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	113	0	521	482	61
Total Analysis Volume [veh/h]	0	452	0	2084	1926	245
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.45	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	190.41	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	12.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	303.87	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	190.41		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	18.28					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 28: Nuevo Rd/I-215 NB

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	2	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							NuevoRd					
Base Volume Input [veh/h]	153	6	807	0	0	0	182	1211	0	0	1229	746
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	199	0	0	0	0	31	0	0	301	32
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	252	0	0	0	0	0	0	0	0	195
Total Hourly Volume [veh/h]	153	6	754	0	0	0	182	1242	0	0	1530	583
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	2	189	0	0	0	46	311	0	0	383	146
Total Analysis Volume [veh/h]	153	6	754	0	0	0	182	1242	0	0	1530	583
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	16	0	0	0	0	22	44	0	0	22	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R		L	C	C	R
C, Calculated Cycle Length [s]	60	60		60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	14		8	38	26	26
g / C, Green / Cycle	0.24	0.24		0.13	0.63	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.09	0.26		0.10	0.24	0.30	0.36
s, saturation flow rate [veh/h]	1813	2859		1810	5176	5176	1615
c, Capacity [veh/h]	432	681		234	3252	2238	698
d1, Uniform Delay [s]	19.08	22.85		25.29	5.45	13.72	15.12
k, delay calibration	0.50	0.50		0.11	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.41	67.61		5.52	0.07	0.37	4.91
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	1.11		0.78	0.38	0.68	0.83
d, Delay for Lane Group [s/veh]	21.49	90.47		30.81	5.52	14.09	20.04
Lane Group LOS	C	F		C	A	B	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.92	10.59		2.62	1.57	4.49	6.52
50th-Percentile Queue Length [ft/ln]	48.06	264.68		65.52	39.23	112.36	162.97
95th-Percentile Queue Length [veh/ln]	3.46	16.78		4.72	2.82	7.97	10.71
95th-Percentile Queue Length [ft/ln]	86.51	419.52		117.94	70.61	199.27	267.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.49	21.49	90.47	0.00	0.00	0.00	30.81	5.52	0.00	0.00	14.09	20.04
Movement LOS	C	C	F				C	A			B	C
d_A, Approach Delay [s/veh]	78.45			0.00			8.76			15.73		
Approach LOS	E			A			A			B		
d_I, Intersection Delay [s/veh]	26.37											
Intersection LOS	C											
Intersection V/C	0.725											

Emissions

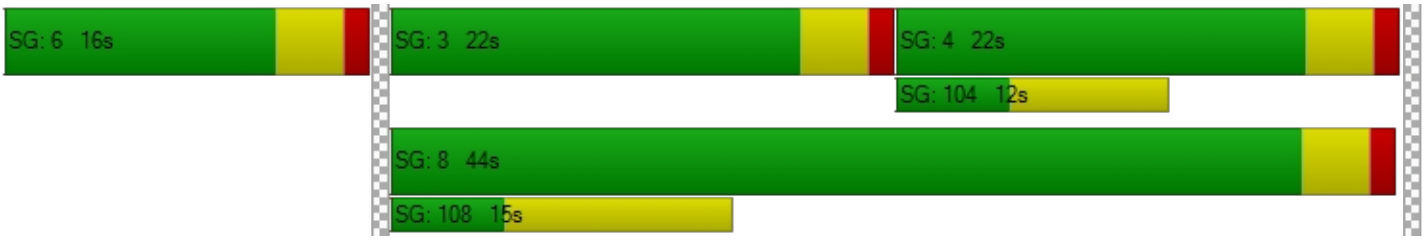
Vehicle Miles Traveled [mph]	27.64	131.06		15.08	102.90	84.09	32.04
Stops [stops/h]	115.35	1270.48		157.26	282.45	808.96	391.13
Fuel consumption [US gal/h]	2.82	31.06		3.23	7.86	15.35	7.37
CO [g/h]	197.01	2170.76		225.50	549.20	1072.81	514.99
NOx [g/h]	38.33	422.35		43.87	106.86	208.73	100.20
VOC [g/h]	45.66	503.10		52.26	127.28	248.63	119.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.784	2.166	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	0	1333	600
d_b, Bicycle Delay [s]	19.20	30.00	3.33	14.70
l_b,int, Bicycle LOS Score for Intersection	3.482	4.132	2.343	2.829
Bicycle LOS	C	D	B	C

Sequence

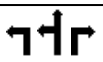
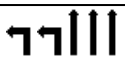
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: NuevoRd/I-215 SB

Control Type:	Signalized	Delay (sec / veh):	86.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.920

Intersection Setup

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name				I-215 SB			NuevoRd			NuevoRd		
Base Volume Input [veh/h]	0	0	0	910	1	179	0	555	679	910	744	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	31	0	0	0	0	0	301	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	45	0	0	170	0	0	0
Total Hourly Volume [veh/h]	0	0	0	941	1	134	0	555	509	1211	744	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	235	0	34	0	139	127	303	186	0
Total Analysis Volume [veh/h]	0	0	0	941	1	134	0	555	509	1211	744	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	41	0	0	43	0	36	79	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	C	R	C	C	L	C
C, Calculated Cycle Length [s]		120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		21	21	21	41	41	46	91
g / C, Green / Cycle		0.18	0.18	0.18	0.34	0.34	0.38	0.76
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.15	0.32	0.34	0.14
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	5176
c, Capacity [veh/h]		322	322	288	1241	554	1331	3909
d1, Uniform Delay [s]		49.32	49.32	44.21	30.59	37.81	35.32	4.20
k, delay calibration		0.50	0.50	0.50	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		224.32	224.26	5.35	0.25	8.74	2.75	0.02
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		1.46	1.46	0.47	0.45	0.92	0.91	0.19
d, Delay for Lane Group [s/veh]		273.64	273.58	49.55	30.84	46.55	38.07	4.22
Lane Group LOS		F	F	D	C	D	D	A
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		29.51	29.51	3.94	6.13	15.14	16.54	1.40
50th-Percentile Queue Length [ft/ln]		737.70	737.63	98.61	153.19	378.51	413.54	35.02
95th-Percentile Queue Length [veh/ln]		45.22	45.21	7.10	10.19	21.52	23.21	2.52
95th-Percentile Queue Length [ft/ln]		1130.40	1130.26	177.50	254.68	538.05	580.30	63.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	273.61	273.58	49.55	0.00	30.84	46.55	38.07	4.22	0.00
Movement LOS				F	F	D		C	D	D	A	
d_A, Approach Delay [s/veh]	0.00			245.71			38.36			25.19		
Approach LOS	A			F			D			C		
d_I, Intersection Delay [s/veh]	86.55											
Intersection LOS	F											
Intersection V/C	0.920											

Emissions

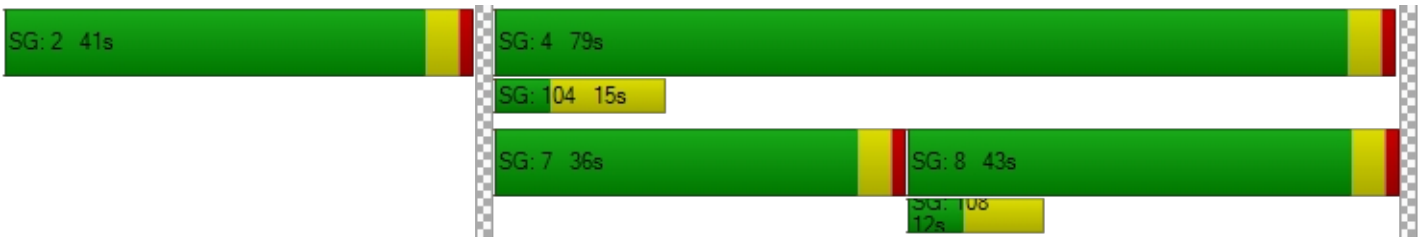
Vehicle Miles Traveled [mph]		40.73	40.73	11.59	147.09	134.90	100.33	61.64
Stops [stops/h]		885.24	885.15	118.34	367.65	454.21	992.50	126.08
Fuel consumption [US gal/h]		36.38	36.37	2.93	12.36	14.12	22.72	4.09
CO [g/h]		2542.80	2542.31	204.71	864.20	986.70	1588.42	285.56
NOx [g/h]		494.74	494.64	39.83	168.14	191.98	309.05	55.56
VOC [g/h]		589.32	589.20	47.44	200.29	228.68	368.13	66.18

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.652	2.505	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	617	650	1250
d_b, Bicycle Delay [s]	60.00	28.70	27.34	8.44
l_b,int, Bicycle LOS Score for Intersection	4.132	3.409	2.238	2.635
Bicycle LOS	D	C	B	B

Sequence

Ring 1	2	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Redlands Ave/Mildred St

Control Type:	All-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Base Volume Input [veh/h]	59	678	14	50	622	37	52	26	71	8	21	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	5	13	12	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	687	14	50	627	50	64	26	90	8	21	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	172	4	13	157	13	16	7	23	2	5	10
Total Analysis Volume [veh/h]	59	687	14	50	627	50	64	26	90	8	21	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	512	552	555	509	549	558	498	485
Degree of Utilization, x	0.12	0.63	0.63	0.10	0.62	0.61	0.36	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	4.43	4.39	0.32	4.17	4.04	1.63	0.48
95th-Percentile Queue Length [ft]	9.70	110.85	109.87	8.12	104.29	101.02	40.78	11.91
Approach Delay [s/veh]	19.06			18.37			14.27	11.61
Approach LOS	C			C			B	B
Intersection Delay [s/veh]	17.98							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 31: Perris Blvd/Mildred St

Control Type:	Signalized	Delay (sec / veh):	7.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	PerrisBlvd		Perris Blvd		MildredSt	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	PerrisBlvd		Perris Blvd		MildredSt	
Base Volume Input [veh/h]	1425	92	116	1642	85	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	135	12	19	203	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	26	0	0	0	26
Total Hourly Volume [veh/h]	1560	78	135	1845	98	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	390	20	34	461	25	19
Total Analysis Volume [veh/h]	1560	78	135	1845	98	76
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	16	0	5	25	27	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21	0	33	54	26	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	8	66	6	6
g / C, Green / Cycle	0.67	0.67	0.10	0.82	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.30	0.29	0.07	0.36	0.05	0.05
s, saturation flow rate [veh/h]	3618	1853	1810	5176	1810	1615
c, Capacity [veh/h]	2430	1245	176	4238	147	131
d1, Uniform Delay [s]	6.18	6.11	35.23	2.04	35.70	35.44
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.60	1.12	6.86	0.33	5.13	4.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.44	0.77	0.44	0.67	0.58
d, Delay for Lane Group [s/veh]	6.78	7.24	42.10	2.37	40.83	39.44
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.10	3.26	2.74	0.56	2.05	1.56
50th-Percentile Queue Length [ft/ln]	77.54	81.43	68.60	13.94	51.27	39.08
95th-Percentile Queue Length [veh/ln]	5.58	5.86	4.94	1.00	3.69	2.81
95th-Percentile Queue Length [ft/ln]	139.57	146.57	123.48	25.10	92.28	70.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.92	7.24	42.10	2.37	40.83	39.44
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	6.93		5.08		40.22	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	7.49					
Intersection LOS	A					
Intersection V/C	0.431					

Emissions

Vehicle Miles Traveled [mph]	474.13	237.07	50.82	694.59	49.19	38.15
Stops [stops/h]	279.13	146.57	123.48	75.29	92.28	70.35
Fuel consumption [US gal/h]	21.23	10.75	4.43	25.63	3.38	2.60
CO [g/h]	1483.95	751.62	309.93	1791.81	236.29	181.41
NOx [g/h]	288.72	146.24	60.30	348.62	45.97	35.30
VOC [g/h]	343.92	174.20	71.83	415.27	54.76	42.04

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.350	2.092
Crosswalk LOS	F	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	425	1250	550
d_b, Bicycle Delay [s]	24.81	5.63	21.03
l_b,int, Bicycle LOS Score for Intersection	2.475	2.649	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Perris Blvd/San Jacinto Ave

Control Type:	Signalized	Delay (sec / veh):	111.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.078

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	110.00	320.00	100.00	200.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Base Volume Input [veh/h]	90	1120	7	600	1120	277	591	162	118	190	470	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	129	0	6	197	13	12	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	2	0	0	73	0	0	30	0	0	49
Total Hourly Volume [veh/h]	90	1249	5	606	1317	217	603	162	88	190	470	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	312	1	152	329	54	151	41	22	48	118	36
Total Analysis Volume [veh/h]	90	1249	5	606	1317	217	603	162	88	190	470	145
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	13	23	0	29	39	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	24	24	25	42	42	24	31	31	14	21	21
g / C, Green / Cycle	0.06	0.22	0.22	0.23	0.38	0.38	0.22	0.28	0.28	0.12	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.24	0.00	0.33	0.25	0.13	0.33	0.09	0.05	0.11	0.17	0.17
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1810	1900	1615	1810	1900	1748
c, Capacity [veh/h]	115	1128	352	411	1976	616	395	540	459	226	363	334
d1, Uniform Delay [s]	50.76	43.01	33.74	42.50	28.20	24.29	43.00	30.79	29.79	47.06	43.27	43.30
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.23	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.95	61.15	0.07	225.94	1.80	1.58	249.84	0.31	0.20	8.16	13.72	14.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	1.11	0.01	1.47	0.67	0.35	1.53	0.30	0.19	0.84	0.88	0.88
d, Delay for Lane Group [s/veh]	61.71	104.16	33.81	268.44	30.00	25.87	292.84	31.10	29.99	55.23	57.00	58.26
Lane Group LOS	E	F	C	F	C	C	F	C	C	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.72	16.16	0.11	36.48	9.34	4.11	37.66	3.28	1.73	5.44	9.52	8.90
50th-Percentile Queue Length [ft/ln]	68.07	404.02	2.73	911.98	233.61	102.70	941.57	82.10	43.18	135.95	238.10	222.51
95th-Percentile Queue Length [veh/ln]	4.90	24.03	0.20	55.64	14.36	7.39	57.76	5.91	3.11	9.26	14.59	13.79
95th-Percentile Queue Length [ft/ln]	122.53	600.68	4.91	1390.93	358.95	184.87	1444.05	147.78	77.72	231.56	364.63	344.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.71	104.16	33.81	268.44	30.00	25.87	292.84	31.10	29.99	55.23	57.40	58.26
Movement LOS	E	F	C	F	C	C	F	C	C	E	E	E
d_A, Approach Delay [s/veh]	101.06			97.10			216.02			57.04		
Approach LOS	F			F			F			E		
d_I, Intersection Delay [s/veh]	111.59											
Intersection LOS	F											
Intersection V/C	1.078											

Emissions

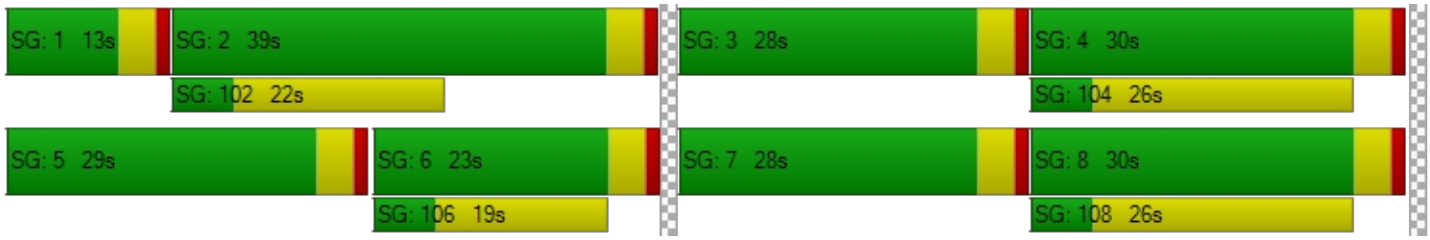
Vehicle Miles Traveled [mph]	26.03	361.20	1.45	116.37	252.90	41.67	67.96	18.26	9.92	23.99	40.39	37.25
Stops [stops/h]	89.11	1586.71	3.57	1193.87	917.46	134.45	1232.61	107.48	56.52	177.97	311.70	291.29
Fuel consumption [US gal/h]	3.13	58.58	0.13	51.93	28.12	4.24	53.58	2.99	1.58	5.17	8.97	8.40
CO [g/h]	218.80	4094.77	8.97	3629.89	1965.33	296.53	3745.43	208.81	110.43	361.40	627.01	586.93
NOx [g/h]	42.57	796.69	1.75	706.25	382.38	57.69	728.72	40.63	21.48	70.32	121.99	114.19
VOC [g/h]	50.71	949.00	2.08	841.26	455.48	68.72	868.04	48.39	25.59	83.76	145.32	136.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.283	3.619	2.861	2.808
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	345	636	473	473
d_b, Bicycle Delay [s]	37.64	25.57	32.07	32.07
l_b,int, Bicycle LOS Score for Intersection	2.300	2.777	3.017	2.264
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Indian Ave/Ramona Expy

Control Type:	Signalized	Delay (sec / veh):	50.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	185.00	100.00	175.00	185.00	100.00	100.00	275.00	100.00	260.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Ramona Expy			Ramona Expy		
Base Volume Input [veh/h]	204	190	137	99	300	203	133	2116	177	165	1480	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	18	0	11	0	0	0	11	11	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	39	0	0	51	0	0	47	0	0	13
Total Hourly Volume [veh/h]	222	208	116	99	311	152	133	2116	141	176	1480	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	52	29	25	78	38	33	529	35	44	370	9
Total Analysis Volume [veh/h]	222	208	116	99	311	152	133	2116	141	176	1480	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	35	0	5	32	0	6	29	0	5	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	27	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	17	39	0	14	36	0	25	52	0	15	42	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	37	37	8	32	32	11	48	48	11	48	48
g / C, Green / Cycle	0.11	0.31	0.31	0.07	0.27	0.27	0.09	0.40	0.40	0.09	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.12	0.09	0.09	0.05	0.09	0.09	0.07	0.41	0.09	0.10	0.29	0.02
s, saturation flow rate [veh/h]	1810	1900	1677	1810	3618	1615	1810	5176	1615	1810	5176	1615
c, Capacity [veh/h]	196	583	514	124	965	431	163	2070	646	166	2078	649
d1, Uniform Delay [s]	53.50	31.68	31.75	55.09	35.30	35.62	53.62	36.00	23.67	54.50	30.09	21.99
k, delay calibration	0.49	0.50	0.50	0.14	0.50	0.50	0.11	0.11	0.11	0.42	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	103.51	1.27	1.49	14.57	0.89	2.26	9.49	15.52	0.17	81.12	0.46	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.13	0.29	0.30	0.80	0.32	0.35	0.82	1.02	0.22	1.06	0.71	0.06
d, Delay for Lane Group [s/veh]	157.01	32.95	33.24	69.66	36.19	37.88	63.11	51.52	23.83	135.62	30.55	22.03
Lane Group LOS	F	C	C	E	D	D	E	F	C	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.39	3.86	3.52	3.38	3.67	3.77	4.21	21.35	2.50	8.53	11.08	0.61
50th-Percentile Queue Length [ft/ln]	284.67	96.52	88.00	84.50	91.77	94.35	105.22	533.81	62.47	213.31	277.05	15.23
95th-Percentile Queue Length [veh/ln]	17.78	6.95	6.34	6.08	6.61	6.79	7.57	29.39	4.50	13.62	16.54	1.10
95th-Percentile Queue Length [ft/ln]	444.52	173.73	158.40	152.09	165.18	169.83	189.33	734.79	112.44	340.60	413.54	27.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	157.01	33.01	33.24	69.66	36.19	37.88	63.11	51.52	23.83	135.62	30.55	22.03
Movement LOS	F	C	C	E	D	D	E	F	C	F	C	C
d_A, Approach Delay [s/veh]	83.47			42.54			50.53			41.29		
Approach LOS	F			D			D			D		
d_I, Intersection Delay [s/veh]	50.11											
Intersection LOS	D											
Intersection V/C	0.723											

Emissions

Vehicle Miles Traveled [mph]	128.92	98.88	89.28	17.33	54.45	26.61	15.08	239.97	15.99	43.99	369.88	9.25
Stops [stops/h]	341.61	115.82	105.60	101.40	220.24	113.22	126.26	1921.72	74.96	255.97	997.38	18.27
Fuel consumption [US gal/h]	15.76	5.97	5.41	3.26	6.89	3.49	4.56	65.90	2.61	11.08	40.10	0.81
CO [g/h]	1101.50	417.38	378.38	227.75	481.96	244.07	318.58	4606.65	182.52	774.66	2802.99	56.94
NOx [g/h]	214.31	81.21	73.62	44.31	93.77	47.49	61.98	896.29	35.51	150.72	545.36	11.08
VOC [g/h]	255.28	96.73	87.69	52.78	111.70	56.56	73.83	1067.63	42.30	179.53	649.62	13.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.739	2.785	3.794	3.670
Crosswalk LOS	B	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	533	800	633
d_b, Bicycle Delay [s]	30.10	32.27	21.60	28.02
l_b,int, Bicycle LOS Score for Intersection	2.042	2.065	2.900	2.498
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Indian Ave/Morgan St

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	150.00	100.00	100.00	145.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Morgan St			Morgan St		
Base Volume Input [veh/h]	93	281	42	34	744	36	23	41	144	291	53	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	0	33	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	9	0	0	36	0	0	7
Total Hourly Volume [veh/h]	93	335	31	34	777	27	23	41	108	291	53	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	84	8	9	194	7	6	10	27	73	13	5
Total Analysis Volume [veh/h]	93	335	31	34	777	27	23	41	108	291	53	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	26	0	9	26	0	16	26	0	19	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	37	37	3	35	35	2	10	10	15	22	22
g / C, Green / Cycle	0.06	0.46	0.46	0.03	0.43	0.43	0.03	0.12	0.12	0.18	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.10	0.02	0.21	0.21	0.01	0.02	0.07	0.16	0.02	0.02
s, saturation flow rate [veh/h]	1810	1900	1844	1810	1900	1878	1810	1900	1615	1810	1900	1722
c, Capacity [veh/h]	113	880	854	60	824	815	47	231	196	329	528	478
d1, Uniform Delay [s]	37.06	12.78	12.79	38.09	16.29	16.29	38.44	31.54	33.07	31.90	21.30	21.32
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.31	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.66	0.54	0.57	7.98	2.08	2.11	7.66	0.36	2.39	18.89	0.06	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.21	0.21	0.56	0.49	0.49	0.49	0.18	0.55	0.88	0.07	0.08
d, Delay for Lane Group [s/veh]	57.73	13.32	13.36	46.07	18.37	18.40	46.10	31.90	35.46	50.78	21.36	21.38
Lane Group LOS	E	B	B	D	B	B	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.34	1.84	1.81	0.75	5.10	5.05	0.53	0.71	2.03	6.95	0.51	0.48
50th-Percentile Queue Length [ft/ln]	58.55	46.11	45.27	18.87	127.52	126.19	13.30	17.79	50.77	173.81	12.80	12.07
95th-Percentile Queue Length [veh/ln]	4.22	3.32	3.26	1.36	8.80	8.73	0.96	1.28	3.66	11.28	0.92	0.87
95th-Percentile Queue Length [ft/ln]	105.40	83.00	81.49	33.96	220.12	218.31	23.94	32.01	91.39	281.92	23.04	21.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.73	13.34	13.36	46.07	18.38	18.40	46.10	31.90	35.46	50.78	21.36	21.38
Movement LOS	E	B	B	D	B	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	22.33			19.50			36.03			44.82		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	26.80											
Intersection LOS	C											
Intersection V/C	0.492											

Emissions

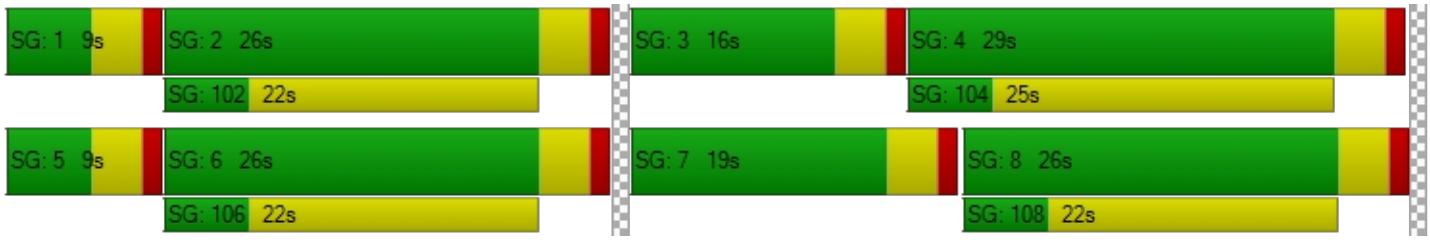
Vehicle Miles Traveled [mph]	46.22	91.93	89.97	19.74	234.81	232.09	1.01	1.81	4.76	145.94	19.12	17.99
Stops [stops/h]	105.40	83.00	81.49	33.96	229.53	227.15	23.94	32.01	91.39	312.86	23.04	21.73
Fuel consumption [US gal/h]	3.99	4.68	4.59	1.42	12.41	12.28	0.43	0.58	1.65	10.92	1.07	1.01
CO [g/h]	278.70	327.45	320.78	99.10	867.74	858.10	30.37	40.25	115.20	763.51	74.65	70.27
NOx [g/h]	54.22	63.71	62.41	19.28	168.83	166.95	5.91	7.83	22.41	148.55	14.52	13.67
VOC [g/h]	64.59	75.89	74.34	22.97	201.11	198.87	7.04	9.33	26.70	176.95	17.30	16.29

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.803	2.669	2.435	2.417
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	625
d_b, Bicycle Delay [s]	21.03	21.03	21.03	18.91
l_b,int, Bicycle LOS Score for Intersection	1.947	2.258	1.731	1.867
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 35: Indian Ave/Rider St

Control Type:	Signalized	Delay (sec / veh):	31.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	130.00	100.00	100.00	200.00	100.00	200.00	200.00	100.00	200.00	130.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Indian Ave			Indian Ave			Rider St			Rider St		
Base Volume Input [veh/h]	16	225	133	78	389	29	19	140	205	355	67	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	0	33	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	7	0	0	51	0	0	32
Total Hourly Volume [veh/h]	16	279	100	78	422	22	19	140	154	355	67	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	70	25	20	106	6	5	35	39	89	17	24
Total Analysis Volume [veh/h]	16	279	100	78	422	22	19	140	154	355	67	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10	30	0	10	30	0	18	26	0	24	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	39	39	5	42	42	2	11	11	19	28	28
g / C, Green / Cycle	0.02	0.43	0.43	0.06	0.47	0.47	0.02	0.12	0.12	0.21	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.10	0.11	0.04	0.12	0.01	0.01	0.04	0.10	0.20	0.02	0.06
s, saturation flow rate [veh/h]	1810	1900	1734	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	35	817	745	101	1688	754	42	440	197	389	1134	506
d1, Uniform Delay [s]	43.69	16.29	16.35	41.93	14.49	12.98	43.40	36.11	38.37	34.52	21.62	22.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.35	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.38	0.69	0.79	11.82	0.35	0.07	7.52	0.41	6.70	21.67	0.02	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.24	0.25	0.77	0.25	0.03	0.45	0.32	0.78	0.91	0.06	0.19
d, Delay for Lane Group [s/veh]	53.06	16.98	17.14	53.76	14.85	13.05	50.91	36.52	45.07	56.19	21.64	22.72
Lane Group LOS	D	B	B	D	B	B	D	D	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.44	2.63	2.50	1.96	2.41	0.23	0.49	1.37	3.50	9.44	0.47	1.40
50th-Percentile Queue Length [ft/ln]	10.98	65.64	62.41	49.12	60.27	5.81	12.21	34.14	87.48	235.88	11.68	34.91
95th-Percentile Queue Length [veh/ln]	0.79	4.73	4.49	3.54	4.34	0.42	0.88	2.46	6.30	14.47	0.84	2.51
95th-Percentile Queue Length [ft/ln]	19.77	118.16	112.34	88.42	108.49	10.46	21.97	61.45	157.46	361.82	21.02	62.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.06	17.03	17.14	53.76	14.85	13.05	50.91	36.52	45.07	56.19	21.64	22.72
Movement LOS	D	B	B	D	B	B	D	D	D	E	C	C
d_A, Approach Delay [s/veh]	18.52			20.58			41.60			45.56		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	31.27											
Intersection LOS	C											
Intersection V/C	0.441											

Emissions

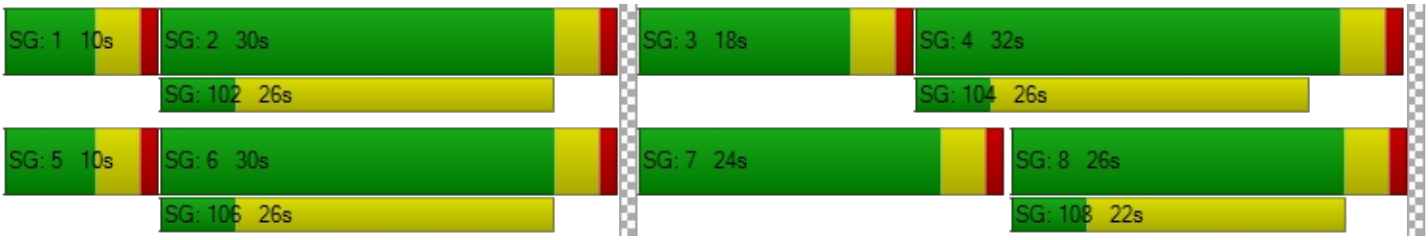
Vehicle Miles Traveled [mph]	8.00	97.58	91.87	38.76	209.72	10.93	3.17	23.37	25.70	152.81	28.84	40.89
Stops [stops/h]	17.57	105.03	99.85	78.60	192.86	9.29	19.53	109.24	139.97	377.41	37.38	55.86
Fuel consumption [US gal/h]	0.60	5.27	4.97	3.16	10.86	0.55	0.55	3.20	4.03	13.99	1.75	2.54
CO [g/h]	41.88	368.51	347.74	220.83	759.24	38.36	38.33	223.65	281.96	977.89	122.21	177.23
NOx [g/h]	8.15	71.70	67.66	42.97	147.72	7.46	7.46	43.51	54.86	190.26	23.78	34.48
VOC [g/h]	9.71	85.40	80.59	51.18	175.96	8.89	8.88	51.83	65.35	226.63	28.32	41.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.623	2.805	2.643	2.719
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	489	622
d_b, Bicycle Delay [s]	22.76	22.76	25.69	21.36
l_b,int, Bicycle LOS Score for Intersection	1.913	1.996	1.860	2.013
Bicycle LOS	A	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 36: Perris Blvd/4th St

Control Type:	Signalized	Delay (sec / veh):	53.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Base Volume Input [veh/h]	190	826	71	137	923	247	339	982	133	98	621	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	137	17	42	50	0	0	0	0	68
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	18	0	0	72	0	0	33	0	0	34
Total Hourly Volume [veh/h]	190	837	53	274	940	217	389	982	100	98	621	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	209	13	69	235	54	97	246	25	25	155	26
Total Analysis Volume [veh/h]	190	837	53	274	940	217	389	982	100	98	621	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15	26	0	15	26	0	23	37	0	12	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	24	24	11	24	24	19	32	32	6	20	20
g / C, Green / Cycle	0.12	0.27	0.27	0.12	0.27	0.27	0.21	0.36	0.36	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.11	0.16	0.16	0.15	0.26	0.13	0.21	0.29	0.29	0.05	0.19	0.20
s, saturation flow rate [veh/h]	1810	3618	1843	1810	3618	1615	1810	1900	1839	1810	1900	1808
c, Capacity [veh/h]	221	971	494	221	971	433	382	685	663	129	419	399
d1, Uniform Delay [s]	38.74	28.78	28.79	39.50	32.55	27.83	35.50	25.86	25.95	41.04	33.95	33.96
k, delay calibration	0.29	0.50	0.50	0.50	0.50	0.50	0.44	0.28	0.28	0.11	0.29	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.25	2.82	5.48	139.93	22.21	4.09	47.82	5.44	5.92	8.81	14.70	15.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.61	0.61	1.24	0.97	0.50	1.02	0.80	0.81	0.76	0.88	0.88
d, Delay for Lane Group [s/veh]	59.99	31.60	34.28	179.43	54.76	31.93	83.32	31.30	31.87	49.85	48.65	49.40
Lane Group LOS	E	C	C	F	D	C	F	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.21	5.55	6.04	13.23	12.33	4.18	13.12	10.94	10.79	2.40	9.25	8.90
50th-Percentile Queue Length [ft/ln]	130.18	138.87	150.94	330.69	308.25	104.46	327.95	273.44	269.78	60.05	231.33	222.42
95th-Percentile Queue Length [veh/ln]	8.95	9.42	10.07	20.89	18.09	7.52	19.25	16.36	16.18	4.32	14.24	13.79
95th-Percentile Queue Length [ft/ln]	223.75	235.51	251.69	522.21	452.22	188.03	481.21	409.04	404.46	108.09	356.05	344.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.99	32.39	34.28	179.43	54.76	31.93	83.32	31.55	31.87	49.85	48.96	49.40
Movement LOS	E	C	C	F	D	C	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	37.34			75.17			45.26			49.12		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	53.05											
Intersection LOS	D											
Intersection V/C	0.775											

Emissions

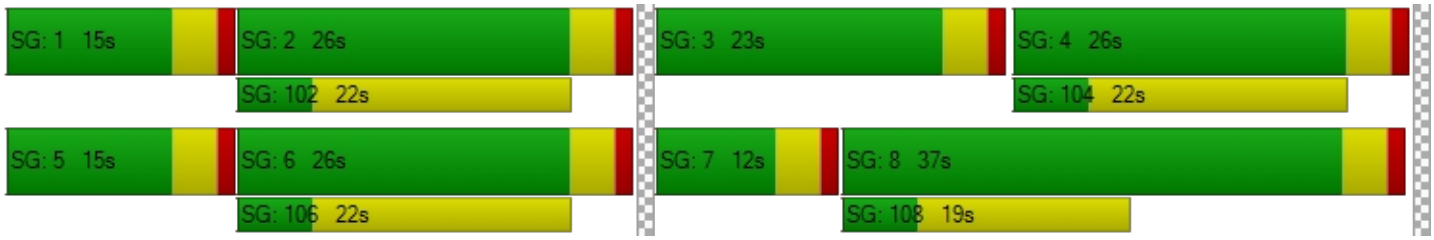
Vehicle Miles Traveled [mph]	13.61	42.21	21.55	79.24	271.84	62.76	36.06	50.75	49.55	11.62	43.92	41.83
Stops [stops/h]	208.30	444.40	241.51	529.10	986.41	167.14	524.72	437.51	431.65	96.08	370.13	355.87
Fuel consumption [US gal/h]	5.38	10.76	5.84	19.30	32.06	5.64	11.92	8.71	8.60	2.16	8.12	7.82
CO [g/h]	375.77	752.24	408.16	1348.92	2240.76	394.16	832.89	608.97	601.22	150.96	567.82	546.40
NOx [g/h]	73.11	146.36	79.41	262.45	435.97	76.69	162.05	118.48	116.97	29.37	110.48	106.31
VOC [g/h]	87.09	174.34	94.59	312.63	519.32	91.35	193.03	141.14	139.34	34.99	131.60	126.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	3.033	3.296	2.941	2.846
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	733	489
d_b, Bicycle Delay [s]	25.69	25.69	18.05	25.69
l_b,int, Bicycle LOS Score for Intersection	2.164	2.800	2.800	2.265
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Perris Blvd/Harvest Landing Way

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Perris Blvd		Perris Blvd		Daniela Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Daniela Way	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	217	180	261	31	51	151
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	8	0	38
Total Hourly Volume [veh/h]	217	625	722	23	51	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	156	181	6	13	28
Total Analysis Volume [veh/h]	217	625	722	23	51	113
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Maximum Green [s]	5	10	10	0	5	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30	60	30	0	30	0
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	10	10	0	5	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	77	60	60	5	5	5
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.14	0.01	0.03	0.03	0.03
s, saturation flow rate [veh/h]	1810	5176	5176	1615	1810	1615	1615
c, Capacity [veh/h]	259	4401	3431	1071	110	98	98
d1, Uniform Delay [s]	37.55	1.15	5.94	5.19	40.86	41.14	41.14
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.09	0.07	0.14	0.04	3.03	5.26	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.14	0.21	0.02	0.46	0.58	0.58
d, Delay for Lane Group [s/veh]	44.64	1.21	6.08	5.22	43.89	46.40	46.40
Lane Group LOS	D	A	A	A	D	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.91	0.06	1.40	0.12	1.17	1.35	1.35
50th-Percentile Queue Length [ft/ln]	122.87	1.61	34.94	3.10	29.36	33.76	33.76
95th-Percentile Queue Length [veh/ln]	8.55	0.12	2.52	0.22	2.11	2.43	2.43
95th-Percentile Queue Length [ft/ln]	213.77	2.90	62.88	5.57	52.85	60.76	60.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.64	1.21	6.08	5.22	43.89	46.40
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	12.41		6.06		45.62	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	12.81					
Intersection LOS	B					
Intersection V/C	0.294					

Emissions

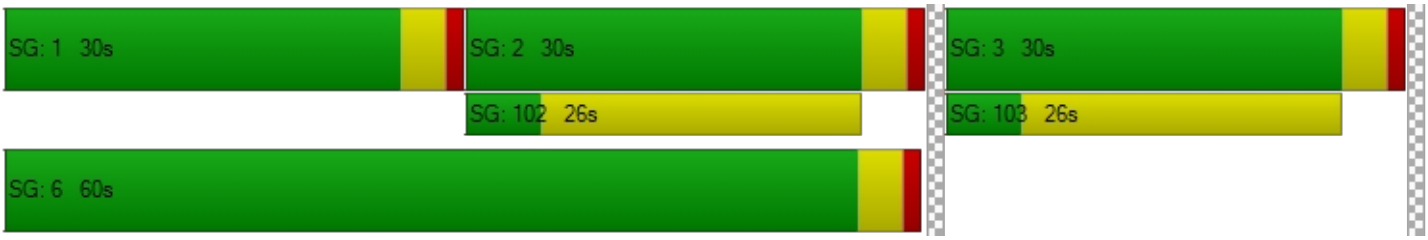
Vehicle Miles Traveled [mph]	33.42	96.25	46.42	1.48	4.01	4.45	4.45
Stops [stops/h]	196.60	7.74	167.69	4.95	46.98	54.01	54.01
Fuel consumption [US gal/h]	5.56	3.55	4.57	0.14	0.88	1.01	1.01
CO [g/h]	388.72	248.12	319.42	9.56	61.53	70.94	70.94
NOx [g/h]	75.63	48.28	62.15	1.86	11.97	13.80	13.80
VOC [g/h]	90.09	57.51	74.03	2.22	14.26	16.44	16.44

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.954	2.905	2.443
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	578	578
d_b, Bicycle Delay [s]	6.42	22.76	22.76
l_b,int, Bicycle LOS Score for Intersection	2.023	1.974	1.893
Bicycle LOS	B	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: BarrettAve/Harvest Landing Way

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.209

Intersection Setup

Name	Barrett Ave				Daniela Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave				Daniela Way	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	10	37	72	70	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	10	37	72	70	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	3	9	18	18	8
Total Analysis Volume [veh/h]	151	10	37	72	70	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	771	665	733	638	809
Degree of Utilization, x	0.21	0.06	0.10	0.11	0.04

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.78	0.18	0.33	0.37	0.12
95th-Percentile Queue Length [ft]	19.60	4.41	8.14	9.21	3.08
Approach Delay [s/veh]	8.90	8.24		8.51	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	8.60				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 39: Barrett Ave/I-215 Frontage Road

Control Type:	Two-way stop	Delay (sec / veh):	42.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	185.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	135	185	125	303	73	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	0	123	85	74	42
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	185	248	388	147	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	46	62	97	37	31
Total Analysis Volume [veh/h]	172	185	248	388	147	125
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.20	0.00	0.62	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	8.73	0.00	42.10	9.30
Movement LOS	A	A	A	A	E	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.77	0.00	3.68	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	19.16	0.00	92.12	11.15
d_A, Approach Delay [s/veh]	0.00		3.40		27.03	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	7.52					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 40: Commercial Driveway 1, 2/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Driveway 2			Driveway 1			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	3	0	9	3	0	22	3
Total Analysis Volume [veh/h]	0	0	13	0	0	13	0	35	12	0	89	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.46	0.00	0.00	8.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.94	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.46			8.60			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 41: Commercial Driveway 3, 4/Harvest Landing Way

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Commercial Driveway 4			Commercial Driveway 3			Daniela Way			Daniela Way		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	23	23	0	6	3	6	3	36	13	14
Total Analysis Volume [veh/h]	26	0	90	90	0	25	12	23	12	143	50	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.20	0.00	0.02	0.01	0.00	0.00	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	12.81	13.46	9.05	15.12	14.64	10.62	7.42	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.47	0.86	0.86	0.86	0.02	0.00	0.00	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.77	11.77	11.77	21.56	21.56	21.56	0.61	0.00	0.00	7.40	0.00	0.00
d_A, Approach Delay [s/veh]	9.89			14.14			1.89			4.32		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	7.48											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 42: Commercial Driveway 5/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 5	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	397	413	0	0	64
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	842	874	0	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	211	219	0	0	16
Total Analysis Volume [veh/h]	0	842	874	0	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.46
Movement LOS		A	A			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.19
d_A, Approach Delay [s/veh]	0.00		0.00		13.46	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 43: Commercial Driveway 6/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Barrett Ave		Barrett Ave		Commercial Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	145	0	0	141	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	0	0	141	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	0	35	0	4
Total Analysis Volume [veh/h]	145	0	0	141	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.04
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.35
d_A, Approach Delay [s/veh]	0.00		0.00		9.04	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Commercial Driveway 7/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 7	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	231	228	18	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	676	689	18	0	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	169	172	5	0	16
Total Analysis Volume [veh/h]	0	676	689	18	0	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.26
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.77
d_A, Approach Delay [s/veh]	0.00		0.00		12.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Commercial Driveway 8/N. Perris Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.172

Intersection Setup

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Perris Blvd		Perris Blvd		Commercial Driveway 8	
Base Volume Input [veh/h]	0	445	461	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	138	195	62	0	52
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	583	656	62	0	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	146	164	16	0	13
Total Analysis Volume [veh/h]	93	583	656	62	0	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.01	0.01	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	13.03	0.00	0.00	0.00	0.00	11.89
Movement LOS	B	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.62	0.00	0.00	0.00	0.00	0.30
95th-Percentile Queue Length [ft/ln]	15.40	0.00	0.00	0.00	0.00	7.43
d_A, Approach Delay [s/veh]	1.79		0.00		11.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 46: Commercial Driveway 9/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	1,854.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.704

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	216	0	31	124	584	0	0	465	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	116	0	0	0	0	301	6	125	111	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	116	216	0	31	124	885	6	125	576	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	29	54	0	8	31	221	2	31	144	15
Total Analysis Volume [veh/h]	13	0	116	216	0	31	124	885	6	125	576	61
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.00	0.21	4.70	0.00	0.05	0.13	0.01	0.00	0.16	0.01	0.00
d_M, Delay for Movement [s/veh]	99.28	102.29	24.42	1854.28	1856.83	1781.15	9.32	0.00	0.00	10.59	0.00	0.00
Movement LOS	F	F	C	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	2.57	2.57	2.57	27.72	27.72	27.72	0.45	0.00	0.00	0.58	0.00	0.00
95th-Percentile Queue Length [ft/ln]	64.31	64.31	64.31	692.91	692.91	692.91	11.13	0.00	0.00	14.45	0.00	0.00
d_A, Approach Delay [s/veh]	31.97			1845.10			1.14			1.74		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	214.74											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 47: Commercial Driveway 10/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.117

Intersection Setup

Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name							Orange Ave			Orange Ave		
Base Volume Input [veh/h]	0	0	0	95	0	75	59	407	0	0	496	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	12	0	0	0	0	295	6	0	124	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	95	0	75	59	702	6	0	620	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	24	0	19	15	176	2	0	155	25
Total Analysis Volume [veh/h]	0	0	12	95	0	75	59	702	6	0	620	101
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.12	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	10.66	0.00	0.00	11.35	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			B		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.41	0.00	0.00	9.87	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.66			11.35			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.65											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 48: Building 1 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	8	192	23	39	257
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	8	214	23	39	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	54	6	10	64
Total Analysis Volume [veh/h]	22	8	214	23	39	257
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	11.96	9.23	0.00	0.00	7.76	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.09	0.00
95th-Percentile Queue Length [ft/ln]	3.89	3.89	0.00	0.00	2.24	0.00
d_A, Approach Delay [s/veh]	11.24		0.00		1.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: Building 1 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	340	66	0	111
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	362	66	0	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	91	17	0	28
Total Analysis Volume [veh/h]	0	30	362	66	0	111
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.69	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: Building 1 Truck Driveway/I-215 Frontage Rd

Control Type:	Signalized	Delay (sec / veh):	3.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name				Frontage Rd			
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			30.00		30.00	
Grade [%]	0.00			0.00		0.00	
Curb Present	No			No		No	
Crosswalk	Yes			Yes		Yes	

Volumes

Name				Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	169	0	20	211	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	8
Total Hourly Volume [veh/h]	0	169	0	20	211	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	42	0	5	53	0	6
Total Analysis Volume [veh/h]	0	169	0	20	211	0	25
Presence of On-Street Parking	No		No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0	
v_di, Inbound Pedestrian Volume crossing m	0			0		0	
v_co, Outbound Pedestrian Volume crossing	0			0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0			0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	0	0	2	0	4
Auxiliary Signal Groups							
Maximum Green [s]	0	27	0	0	27	0	25
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0
Walk [s]	0	5	0	0	5	0	5
Pedestrian Clearance [s]	0	14	0	0	10	0	20
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	31	0	0	31	0	29
Lead / Lag	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0
Minimum Recall		No			No		No
Maximum Recall		No			No		No
Pedestrian Recall		No			No		No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R
C, Calculated Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	50	50	50	2
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.03
(v / s)_i Volume / Saturation Flow Rate	0.00	0.04	0.04	0.02	0.06	0.02
s, saturation flow rate [veh/h]	1189	1900	1900	1236	3618	1615
c, Capacity [veh/h]	1047	1587	1587	1087	3022	51
d1, Uniform Delay [s]	0.00	0.85	0.85	1.44	0.86	28.59
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.06	0.06	0.03	0.04	7.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.05	0.05	0.02	0.07	0.49
d, Delay for Lane Group [s/veh]	0.00	0.92	0.92	1.47	0.91	35.79
Lane Group LOS	A	A	A	A	A	D
Critical Lane Group	No	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.03	0.03	0.03	0.02	0.44
50th-Percentile Queue Length [ft/ln]	0.00	0.70	0.70	0.68	0.47	10.97
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.05	0.05	0.03	0.79
95th-Percentile Queue Length [ft/ln]	0.00	1.27	1.27	1.22	0.84	19.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.92	0.92	1.47	0.91	0.00	35.79
Movement LOS	A	A	A	A	A		D
d_A, Approach Delay [s/veh]		0.92		0.96		35.79	
Approach LOS		A		A		D	
d_I, Intersection Delay [s/veh]				2.99			
Intersection LOS				A			
Intersection V/C				0.074			

Emissions

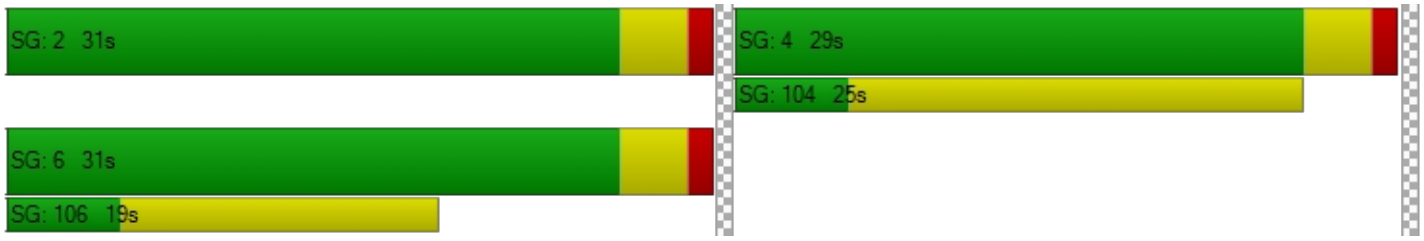
Vehicle Miles Traveled [mph]	0.00	7.68	7.68	0.79	8.29	2.24
Stops [stops/h]	0.00	1.69	1.69	1.63	2.25	26.34
Fuel consumption [US gal/h]	0.00	0.30	0.30	0.05	0.39	0.42
CO [g/h]	0.00	20.97	20.97	3.31	27.45	29.35
NOx [g/h]	0.00	4.08	4.08	0.64	5.34	5.71
VOC [g/h]	0.00	4.86	4.86	0.77	6.36	6.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.392	2.365	1.978
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	833
d_b, Bicycle Delay [s]	9.08	9.08	10.21
l_b,int, Bicycle LOS Score for Intersection	1.699	1.750	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: Building 2 Auto Driveway 1/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	142	10	0	144
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	142	10	0	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	36	3	0	36
Total Analysis Volume [veh/h]	0	10	142	10	0	144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.73	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.78	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 52: Building 2 Auto Driveway 2/Orange Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name			Orange Ave		Orange Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Orange Ave		Orange Ave	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	7	287	0	8	650
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	7	287	0	8	650
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	72	0	2	163
Total Analysis Volume [veh/h]	10	7	287	0	8	650
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	13.85	9.29	0.00	0.00	7.82	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	2.47	2.47	0.00	0.00	0.47	0.00
d_A, Approach Delay [s/veh]	11.98		0.00		0.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 53: Building 2 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frontage Rd		Frontage Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Frontage Rd		Frontage Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	202	0	5	231	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	0	5	231	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	1	58	0	1
Total Analysis Volume [veh/h]	202	0	5	231	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	0.00	8.83
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.27	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.16		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 54: Building 3 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	109	10	0	211	0	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	10	0	211	0	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	3	0	53	0	15
Total Analysis Volume [veh/h]	109	10	0	211	0	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.83
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.78
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 55: Building 3/4 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	118	0	7	204	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	0	7	204	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	2	51	0	1
Total Analysis Volume [veh/h]	118	0	7	204	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.44	0.00	0.00	8.60
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.36	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.25		8.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 56: Building 4/5 Auto Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	90	4	2	202	18	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	4	2	202	18	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	1	1	51	5	7
Total Analysis Volume [veh/h]	90	4	2	202	18	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	9.84	8.75
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.00	3.99	3.99
d_A, Approach Delay [s/veh]	0.00		0.07		9.17	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 57: Building 5 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	7.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	0	1	218	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	0	1	218	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	0	55	0	0
Total Analysis Volume [veh/h]	93	0	1	218	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.03		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 58: Building 6 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	91	0	7	211	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	0	7	211	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	2	53	0	1
Total Analysis Volume [veh/h]	91	0	7	211	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.35	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.24		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Building 6 Auto Driveway 1 and Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	111	0	0	0	0	0	0	107	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	110	0	0	105	6	8	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	28	0	26	2	2	0	2	27	0	0
Total Analysis Volume [veh/h]	8	110	111	0	105	6	8	0	8	107	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.16	0.00	0.00
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	7.65	0.00	0.00	10.53	0.00	8.88	11.59	11.90	10.15
Movement LOS	A	A	A	A	A	A	B		A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.06	0.00	0.06	0.58	0.58	0.58
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.37	0.00	0.00	0.00	1.57	0.00	1.57	14.57	14.57	14.57
d_A, Approach Delay [s/veh]	0.26			0.00			9.70			11.59		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.14											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 60: Building 6 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Barrett Ave			Barrett Ave								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	16.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Barrett Ave			Barrett Ave								
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	29	0	16	19	1	4	0	1	8	0	4
Total Analysis Volume [veh/h]	4	114	0	62	75	4	15	0	5	32	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.00	0.01	0.05	0.00	0.02
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.52	0.00	0.00	11.29	0.00	8.81	11.39	0.00	9.21
Movement LOS	A	A	A	A	A	A	B		A	B		A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.13	0.00	0.00	0.09	0.00	0.09	0.23	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.17	3.26	0.00	0.00	2.36	0.00	2.36	5.65	0.00	5.65
d_A, Approach Delay [s/veh]	0.25			3.31			10.67			10.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.74											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 61: Building 7 Truck Driveway/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	89	0	4	208	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	0	4	208	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	1	52	0	1
Total Analysis Volume [veh/h]	89	0	4	208	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	0.00	8.53
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.20	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.14		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 62: Building 7 Auto Driveway 1/I-215 Frontage Rd

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	77	2	0	208	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	2	0	208	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	1	0	52	0	3
Total Analysis Volume [veh/h]	77	2	0	208	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.54
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.96
d_A, Approach Delay [s/veh]	0.00		0.00		8.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 63: Building 7 Auto Driveway 2/Barrett Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	5	10	113	111	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	10	113	111	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	28	28	1
Total Analysis Volume [veh/h]	5	5	10	113	111	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.90	8.86	7.43	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.91	0.91	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	9.38		0.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	A					

Option 1: MIT of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Total Analysis Volume [veh/h]	289	1737	280	246	2200	44	35	374	81	419	701	118

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	25	0	16	28	0	5	35	0	18	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	23	28	0	32	37	0	9	39	0	21	51	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.16	0.43	0.43	0.15	0.42	0.42	0.03	0.15	0.15	0.32	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.16	0.34	0.17	0.14	0.41	0.41	0.02	0.12	0.12	0.31	0.22	0.22
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1881	1810	1900	1785	1373	1900	1806

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1881	1810	1900	1785	1373	1900	1806
c, Capacity [veh/h]	287	2197	686	278	1519	790	52	279	262	424	493	469
X, volume / capacity	1.01	0.79	0.41	0.89	0.97	0.98	0.67	0.83	0.85	0.99	0.85	0.85
d, Delay for Lane Group [s/veh]	102.11	32.90	25.84	61.37	51.15	60.77	71.48	56.24	57.29	77.36	47.08	47.53
Lane Group LOS	F	C	C	E	D	E	E	E	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	12.44	14.20	5.62	7.92	23.19	26.38	1.23	7.11	6.85	13.96	12.03	11.54
50th-Percentile Queue Length [ft/ln]	311.09	354.90	140.59	197.92	579.85	659.45	30.71	177.69	171.36	349.05	300.76	288.48
95th-Percentile Queue Length [veh/ln]	18.31	20.38	9.51	12.53	31.09	34.80	2.21	11.48	11.15	20.09	17.72	17.11
95th-Percentile Queue Length [ft/ln]	457.70	509.38	237.82	313.28	777.31	870.02	55.28	286.99	278.70	502.25	442.97	427.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	102.11	32.90	25.84	61.37	54.32	60.77	71.48	56.64	57.29	77.36	47.26	47.53
Movement LOS	F	C	C	E	D	E	E	E	E	E	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	40.72			55.13			57.80			57.47		
Approach LOS	D			E			E			E		
d_I, Intersection Delay [s/veh]	50.68											
Intersection LOS	D											
Intersection V/C	0.869											

Option 1: Copy of Placentia Ave/Barrett Ave

Number	12											
Intersection	Placentia Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Total Analysis Volume [veh/h]	205	27	0	12	12	0	81	1402	0	119	962	0

Intersection Settings

Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	0	42	0	0	42	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	0	46	0	0	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

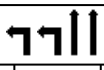
g / C, Green / Cycle	0.39	0.39	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.15	0.01	0.14	0.25	0.25	0.30	0.17	0.17
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
s, saturation flow rate [veh/h]	1561	1680	503	3618	1900	201	3618	1900

s, saturation flow rate [veh/h]	1561	1680	593	3618	1900	391	3618	1900
c, Capacity [veh/h]	688	716	322	1859	976	219	1859	976
X, volume / capacity	0.34	0.03	0.25	0.49	0.49	0.54	0.34	0.34
d, Delay for Lane Group [s/veh]	18.69	15.35	17.53	12.88	13.06	28.70	11.56	11.66
Lane Group LOS	B	B	B	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.14	0.27	0.99	4.66	4.94	2.15	2.88	3.05
50th-Percentile Queue Length [ft/ln]	78.49	6.83	24.79	116.48	123.60	53.85	72.08	76.37
95th-Percentile Queue Length [veh/ln]	5.65	0.49	1.78	8.20	8.59	3.88	5.19	5.50
95th-Percentile Queue Length [ft/ln]	141.28	12.29	44.62	204.98	214.77	96.93	129.74	137.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.69	18.69	18.69	15.35	15.35	15.35	17.53	12.94	13.06	28.70	11.59	11.66
Movement LOS	B	B	B	B	B	B	B	B	B	C	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	18.69			15.35			13.19			13.48		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.77											
Intersection LOS	B											
Intersection V/C	0.453											

Option 1: 2nd Submittal

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Total Analysis Volume [veh/h]	270	37	903	0	0	0	114	1149	0	0	698	454

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	73	0	0	0	0	5	39	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	21	46	0	0	25	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.39	0.39	0.39		0.07	0.48	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.08	0.08	0.11		0.03	0.32	0.19	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900
Arrival type	3			3	3		3	
c, saturation flow rate [veh/h]	1810	1821	3500		3514	3618	3618	1615

s, saturation flow rate [veh/h]	1810	1831	8500		3514	3618	3618	1615
c, Capacity [veh/h]	696	705	3271		261	1743	1233	551
X, volume / capacity	0.22	0.22	0.28		0.44	0.66	0.57	0.82
d, Delay for Lane Group [s/veh]	13.13	13.10	12.91		27.73	12.24	16.56	21.32
Lane Group LOS	B	B	B		C	B	B	C
Critical Lane Group	No	No	Yes		No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.37	1.37	7.61		0.74	4.39	3.57	5.60
50th-Percentile Queue Length [ft/ln]	34.32	34.24	190.26		18.56	109.85	89.28	140.02
95th-Percentile Queue Length [veh/ln]	2.47	2.47	12.13		1.34	7.83	6.43	9.48
95th-Percentile Queue Length [ft/ln]	61.78	61.63	303.37		33.41	195.80	160.71	237.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.13	13.10	12.91	0.00	0.00	0.00	27.73	12.24	0.00	0.00	16.56	21.32
Movement LOS	B	B	B				C	B			B	C
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	12.96			0.00			13.63			18.43		
Approach LOS	B			A			B			B		
d_I, Intersection Delay [s/veh]	14.93											
Intersection LOS	B											
Intersection V/C	0.424											

Option 1: 2nd submittal of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	91	634	50	62	407	16	13	205	96	107	342	103
Total Analysis Volume [veh/h]	259	1400	47	87	1205	67	114	327	167	183	531	108

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	47	0	6	39	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	25	60	0	12	47	0	16	30	0	18	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.16	0.56	0.56	0.06	0.46	0.46	0.08	0.13	0.13	0.12	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.14	0.39	0.03	0.05	0.33	0.04	0.06	0.09	0.10	0.10	0.15	0.07
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	287	2016	900	110	1662	742	141	480	214	210	618	276
X, volume / capacity	0.90	0.69	0.05	0.79	0.73	0.09	0.81	0.68	0.78	0.87	0.86	0.39
d, Delay for Lane Group [s/veh]	72.57	21.19	12.23	73.20	29.08	18.53	67.59	51.32	56.36	77.49	51.98	45.11
Lane Group LOS	E	C	B	E	C	B	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.23	13.31	0.57	3.07	13.68	1.06	3.82	4.67	5.08	6.89	8.02	2.94
50th-Percentile Queue Length [ft/ln]	230.86	332.82	14.20	76.83	341.94	26.45	95.53	116.83	127.09	172.19	200.47	73.40
95th-Percentile Queue Length [veh/ln]	14.22	19.30	1.02	5.53	19.74	1.90	6.88	8.22	8.78	11.19	12.66	5.28
95th-Percentile Queue Length [ft/ln]	355.45	482.42	25.57	138.29	493.58	47.61	171.95	205.47	219.53	279.79	316.58	132.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.57	21.19	12.23	73.20	29.08	18.53	67.59	51.32	56.36	77.49	51.98	45.11
Movement LOS	E	C	B	E	C	B	E	D	E	E	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	28.74			31.39			55.75			56.75		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	38.32											
Intersection LOS	D											
Intersection V/C	0.686											

Option 1: MIT of Orange Ave/Barrett Ave

Number	19											
Intersection	Orange Ave/Barrett Ave											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	55	0	20	7	0	13	11	301	0	0	367	29
Total Analysis Volume [veh/h]	60	57	22	75	81	59	39	556	0	0	561	107

Intersection Settings

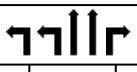
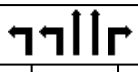
Lanes

Capacity per Entry Lane [veh/h]	437	421	490	456	487	487	488	500	500	516

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	15.04	13.08	11.05	11.33	19.46	19.46	10.09	9.91	23.28	21.64
95th-Percentile Queue Length [veh]	1.35	0.64	0.41	0.28	3.51	3.51	0.00	0.00	4.90	4.59
95th-Percentile Queue Length [ft]	33.78	16.00	10.19	6.98	87.86	87.86	0.00	0.00	122.50	114.81
Approach Delay [s/veh]	15.04	12.19		18.92				22.46		
Approach LOS	C	B		C				C		
Intersection Delay [s/veh]	19.52									
Intersection LOS	C									

Option 3: City's Comment of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Total Analysis Volume [veh/h]	270	1175	208	221	1073	342	600	734	97	333	859	179

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	17	43	21	8	34	14	14	32	17	21	35	8
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	19	42	35	13	36	26	26	30	19	35	39	13
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.13	0.35	0.50	0.08	0.30	0.51	0.18	0.32	0.48	0.12	0.26	0.37
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.13	0.06	0.30	0.12	0.17	0.20	0.06	0.09	0.24	0.11
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	226	1258	812	264	1077	1470	644	1166	776	428	943	596
X, volume / capacity	1.19	0.93	0.26	0.84	1.00	0.23	0.93	0.63	0.12	0.78	0.91	0.30
d, Delay for Lane Group [s/veh]	172.16	51.66	17.79	61.77	68.65	16.45	54.98	35.14	17.29	54.23	46.86	27.15
Lane Group LOS	F	D	B	E	E	B	D	D	B	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.14	18.23	3.28	3.47	19.11	2.53	9.24	8.95	1.46	4.96	12.51	3.61
50th-Percentile Queue Length [ft/ln]	353.40	455.86	82.07	86.78	477.75	63.18	231.06	223.68	36.39	123.98	312.66	90.23
95th-Percentile Queue Length [veh/ln]	21.85	25.24	5.91	6.25	26.28	4.55	14.23	13.85	2.62	8.61	18.31	6.50
95th-Percentile Queue Length [ft/ln]	546.16	630.94	147.72	156.21	656.98	113.73	355.70	346.31	65.50	215.28	457.66	162.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	172.16	51.66	17.79	61.77	68.65	16.45	54.98	35.14	17.29	54.23	46.86	27.15
Movement LOS	F	D	B	E	E	B	D	D	B	D	D	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	67.08			56.81			42.25			46.08		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	53.76											
Intersection LOS	D											
Intersection V/C	0.854											

Option 1: Copy of NuevoRd/I-215 SB

Number	29
Intersection	NuevoRd/I-215 SB
Control Type	Signalized
Analysis Method	HCM 7th Edition

Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Total Analysis Volume [veh/h]	0	0	0	603	1	159	0	773	191	718	803	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	28	0	10	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	31	0	74	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.25	0.25	0.25	0.31	0.31	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate		0.17	0.17	0.10	0.25	0.27	0.20	0.22
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1776	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1776	3514	3618
c, Capacity [veh/h]		447	448	399	594	556	943	971
X, volume / capacity		0.67	0.67	0.40	0.81	0.87	0.76	0.83
d, Delay for Lane Group [s/veh]		31.72	31.72	24.95	26.20	30.04	24.84	25.94
Lane Group LOS		C	C	C	C	C	C	C
Critical Lane Group		Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		5.07	5.07	2.32	7.15	7.77	5.09	5.88
50th-Percentile Queue Length [ft/ln]		126.83	126.84	57.91	178.70	194.31	127.17	146.89
95th-Percentile Queue Length [veh/ln]		8.77	8.77	4.17	11.53	12.34	8.79	9.85
95th-Percentile Queue Length [ft/ln]		219.18	219.19	104.24	288.32	308.62	219.64	246.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.72	31.72	24.95	0.00	27.64	30.04	24.84	25.94	0.00
Movement LOS				C	C	C		C	C	C	C	
Critical Movement				Yes	No	No		No	No	No	No	
d_A, Approach Delay [s/veh]	0.00			30.31			28.12			25.42		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	27.37											
Intersection LOS	C											
Intersection V/C	0.660											

Option 1: Copy of Commercial Driveway 9/Orange Ave

Number	46											
Intersection	Commercial Driveway 9/Orange Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	30	0	6	29	323	0	0	443	19
Total Analysis Volume [veh/h]	9	0	0	52	0	0	67	540	0	130	694	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	5	62	0	5	62	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	28	16	0	30	18	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.10	0.06	0.61	0.61	0.10	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.04	0.14	0.14	0.07	0.18	0.18
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
s, saturation flow rate [veh/h]	1661	1577	1810	1900	1900	1810	1900	1900

s, saturation flow rate [veh/h]	1661	1577	1810	1900	1900	1810	1900	1900
c, Capacity [veh/h]	281	273	106	1152	1152	175	1224	1224
X, volume / capacity	0.03	0.19	0.63	0.23	0.23	0.74	0.28	0.28
d, Delay for Lane Group [s/veh]	24.62	25.51	33.62	5.90	5.90	32.51	5.23	5.23
Lane Group LOS	C	C	C	A	A	C	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.11	0.68	1.02	1.09	1.09	1.91	1.19	1.19
50th-Percentile Queue Length [ft/ln]	2.84	16.92	25.57	27.26	27.26	47.73	29.77	29.77
95th-Percentile Queue Length [veh/ln]	0.20	1.22	1.84	1.96	1.96	3.44	2.14	2.14
95th-Percentile Queue Length [ft/ln]	5.11	30.46	46.03	49.06	49.06	85.92	53.58	53.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.62	24.62	24.62	25.51	25.51	25.51	33.62	5.90	5.90	32.51	5.23	5.23
Movement LOS	C	C	C	C	C	C	C	A	A	C	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	24.62			25.51			8.96			9.53		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	9.95											
Intersection LOS	A											
Intersection V/C	0.253											

Option 1: Copy of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Total Analysis Volume [veh/h]	218	2099	368	220	1672	13	34	414	102	332	372	93

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	10	25	0	6	35	0	14	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	16	30	0	15	29	0	9	39	0	16	46	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.12	0.44	0.44	0.11	0.43	0.43	0.03	0.17	0.17	0.33	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.12	0.41	0.23	0.12	0.31	0.31	0.02	0.14	0.14	0.26	0.13	0.13
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1803	1810	1900	1773	1286	1900	1771

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1773	1286	1900	1771
c, Capacity [veh/h]	217	2282	712	199	1559	815	56	321	300	417	491	457
X, volume / capacity	1.00	0.92	0.52	1.11	0.71	0.71	0.61	0.83	0.84	0.80	0.49	0.49
d, Delay for Lane Group [s/veh]	98.99	33.79	22.91	136.02	26.09	28.53	58.11	45.49	46.32	34.77	32.25	32.32
Lane Group LOS	F	C	C	F	C	C	E	D	D	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.47	15.65	6.22	9.79	10.34	11.37	0.97	6.50	6.21	6.72	4.80	4.49
50th-Percentile Queue Length [ft/ln]	211.72	391.23	155.59	244.80	258.49	284.35	24.21	162.53	155.31	167.95	119.92	112.22
95th-Percentile Queue Length [veh/ln]	13.26	22.14	10.32	15.53	15.61	16.91	1.74	10.68	10.30	10.97	8.39	7.96
95th-Percentile Queue Length [ft/ln]	331.59	553.43	257.88	388.26	390.33	422.63	43.58	267.07	257.50	274.22	209.72	199.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.99	33.79	22.91	136.02	26.91	28.53	58.11	45.79	46.32	34.77	32.28	32.32
Movement LOS	F	C	C	F	C	C	E	D	D	C	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	37.59			39.53			46.65			33.32		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	38.48											
Intersection LOS	D											
Intersection V/C	0.817											

Option 1: Copy of Placentia Ave/Barrett Ave

Number	12											
Intersection	Placentia Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Total Analysis Volume [veh/h]	228	22	0	5	18	0	12	996	0	67	1051	0

Intersection Settings

Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	0	42	0	0	42	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	0	46	0	0	46	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

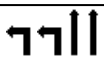
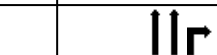
g / C, Green / Cycle	0.54	0.54	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.16	0.01	0.02	0.18	0.18	0.12	0.19	0.19
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
s, saturation flow rate [veh/h]	1530	1700	545	3618	1900	574	3618	1900

s, saturation flow rate [veh/h]	1520	1790	545	3618	1900	574	3618	1900
c, Capacity [veh/h]	910	1026	178	1293	679	189	1293	679
X, volume / capacity	0.27	0.02	0.07	0.50	0.50	0.36	0.53	0.53
d, Delay for Lane Group [s/veh]	10.61	8.52	28.89	20.46	20.73	32.18	20.74	21.05
Lane Group LOS	B	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.34	0.18	0.20	4.42	4.69	1.20	4.72	5.02
50th-Percentile Queue Length [ft/ln]	58.50	4.39	4.89	110.41	117.28	30.06	118.01	125.41
95th-Percentile Queue Length [veh/ln]	4.21	0.32	0.35	7.86	8.24	2.16	8.28	8.69
95th-Percentile Queue Length [ft/ln]	105.30	7.90	8.80	196.57	206.08	54.11	207.09	217.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.61	10.61	10.61	8.52	8.52	8.52	28.89	20.55	20.73	32.18	20.85	21.05
Movement LOS	B	B	B	A	A	A	C	C	C	C	C	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	10.61			8.52			20.65			21.53		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	19.90											
Intersection LOS	B											
Intersection V/C	0.355											

Option 1: Copy of Placentia Ave/I-215 NB

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Total Analysis Volume [veh/h]	124	3	446	0	0	0	174	1274	0	0	1142	765

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	0	0	5	52	0	0	43	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	30	46	0	0	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.20	0.20	0.20		0.08	0.67	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.05		0.05	0.35	0.32	0.47
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900
Arrival type	3			3	3		3	
c, saturation flow rate [veh/h]	1810	1814	3500		3514	3618	3618	1615

s, saturation flow rate [veh/h]	1810	1814	8500		3514	3618	3618	1615
c, Capacity [veh/h]	361	362	1696		294	2413	1870	835
X, volume / capacity	0.18	0.18	0.26		0.59	0.53	0.61	0.92
d, Delay for Lane Group [s/veh]	20.98	20.98	20.66		28.40	5.31	10.56	21.52
Lane Group LOS	C	C	C		C	A	B	C
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.79	0.80	5.11		1.15	1.99	4.38	9.39
50th-Percentile Queue Length [ft/ln]	19.87	19.91	127.70		28.74	49.85	109.52	234.68
95th-Percentile Queue Length [veh/ln]	1.43	1.43	8.81		2.07	3.59	7.81	14.41
95th-Percentile Queue Length [ft/ln]	35.76	35.83	220.36		51.73	89.73	195.33	360.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.98	20.98	20.66	0.00	0.00	0.00	28.40	5.31	0.00	0.00	10.56	21.52
Movement LOS	C	C	C				C	A			B	C
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	20.73			0.00			8.09			14.96		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	13.27											
Intersection LOS	B											
Intersection V/C	0.576											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	153	644	137	192	794	31	23	264	188	131	230	96
Total Analysis Volume [veh/h]	315	1262	111	229	1465	80	141	372	237	215	298	83

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	16	50	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	24	43	0	30	49	0	17	30	0	17	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.17	0.45	0.45	0.14	0.42	0.42	0.09	0.17	0.17	0.11	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.17	0.35	0.07	0.13	0.40	0.05	0.08	0.10	0.15	0.12	0.08	0.05
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	302	1615	721	260	1533	684	168	608	271	196	663	296
X, volume / capacity	1.04	0.78	0.15	0.88	0.96	0.12	0.84	0.61	0.87	1.10	0.45	0.28
d, Delay for Lane Group [s/veh]	111.81	32.07	20.20	62.03	48.11	21.31	71.66	47.31	57.30	143.49	44.09	42.70
Lane Group LOS	F	C	C	E	D	C	E	D	E	F	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.94	15.27	1.86	7.39	22.36	1.38	4.93	5.10	7.36	10.80	4.00	2.17
50th-Percentile Queue Length [ft/ln]	348.51	381.82	46.59	184.87	559.10	34.56	123.15	127.42	184.11	270.02	99.92	54.30
95th-Percentile Queue Length [veh/ln]	20.51	21.68	3.35	11.85	30.12	2.49	8.57	8.80	11.82	16.81	7.19	3.91
95th-Percentile Queue Length [ft/ln]	512.69	542.05	83.86	296.36	753.00	62.21	214.14	219.98	295.38	420.18	179.85	97.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	111.81	32.07	20.20	62.03	48.11	21.31	71.66	47.31	57.30	143.49	44.09	42.70
Movement LOS	F	C	C	E	D	C	E	D	E	F	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	46.17			48.69			55.04			79.76		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	52.65											
Intersection LOS	D											
Intersection V/C	0.845											

Option 1: Copy of Orange Ave/Barrett Ave

Number	19											
Intersection	Orange Ave/Barrett Ave											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	41	0	59	26	0	17	20	339	0	0	231	14
Total Analysis Volume [veh/h]	45	89	64	111	82	51	56	494	0	0	336	105

Intersection Settings

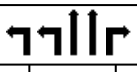
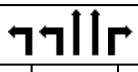
Lanes

Capacity per Entry Lane [veh/h]	473	452	531	464	496	496	497	488	488	540

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	15.98	13.24	10.20	11.52	16.93	16.93	9.95	10.08	24.85	10.97
95th-Percentile Queue Length [veh]	2.04	0.96	0.32	0.41	2.73	2.73	0.00	0.00	5.21	0.72
95th-Percentile Queue Length [ft]	50.98	23.89	7.93	10.22	68.32	68.32	0.00	0.00	130.20	17.88
Approach Delay [s/veh]	15.98	12.28		16.38				21.54		
Approach LOS	C	B		C				C		
Intersection Delay [s/veh]	17.51									
Intersection LOS	C									

Option 1: City's Comment of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Total Analysis Volume [veh/h]	173	1061	106	298	1152	419	726	913	162	254	666	185

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	12	36	11	12	36	17	17	45	12	11	39	12
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	14	34	15	16	36	27	27	55	14	15	43	16
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

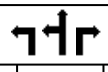
g / C, Green / Cycle	0.08	0.36	0.49	0.10	0.38	0.61	0.19	0.31	0.43	0.09	0.21	0.34
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.07	0.08	0.32	0.15	0.21	0.25	0.10	0.07	0.18	0.11
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615

s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	2859	3514	3618	1615	3514	3618	1615
c, Capacity [veh/h]	151	1313	782	351	1373	1728	674	1141	698	310	767	558
X, volume / capacity	1.15	0.81	0.14	0.85	0.84	0.24	1.08	0.80	0.23	0.82	0.87	0.33
d, Delay for Lane Group [s/veh]	162.41	39.90	17.43	58.80	40.18	11.33	90.26	38.94	22.11	59.08	48.81	29.38
Lane Group LOS	F	D	B	E	D	B	F	D	C	E	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.94	14.24	1.62	4.58	15.65	2.44	13.74	12.12	2.93	3.93	9.70	3.92
50th-Percentile Queue Length [ft/ln]	223.47	356.05	40.53	114.55	391.20	60.89	343.54	302.94	73.20	98.32	242.54	97.97
95th-Percentile Queue Length [veh/ln]	14.52	20.43	2.92	8.09	22.14	4.38	20.60	17.83	5.27	7.08	14.81	7.05
95th-Percentile Queue Length [ft/ln]	363.02	510.78	72.95	202.31	553.38	109.61	514.93	445.66	131.77	176.98	370.24	176.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	162.41	39.90	17.43	58.80	40.18	11.33	90.26	38.94	22.11	59.08	48.81	29.38
Movement LOS	F	D	B	E	D	B	F	D	C	E	D	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	53.94			36.68			58.11			47.92		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	48.81											
Intersection LOS	D											
Intersection V/C	0.805											

Option 1: City's comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Total Analysis Volume [veh/h]	0	0	0	891	1	128	0	518	177	1108	482	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	27	0	0	24	0	27	55	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	21	0	0	16	0	64	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.26	0.26	0.26	0.20	0.20	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.08	0.18	0.20	0.32	0.13
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1743	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1743	3514	3618
c, Capacity [veh/h]		477	477	426	380	348	1237	1273
X, volume / capacity		0.93	0.93	0.30	0.92	1.00	0.90	0.38
d, Delay for Lane Group [s/veh]		51.19	51.18	20.95	34.43	47.84	22.50	15.93
Lane Group LOS		D	D	C	C	D	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.59	9.59	1.60	5.66	6.93	7.21	2.36
50th-Percentile Queue Length [ft/ln]		239.72	239.67	40.01	141.55	173.20	180.22	58.97
95th-Percentile Queue Length [veh/ln]		14.67	14.66	2.88	9.56	11.24	11.61	4.25
95th-Percentile Queue Length [ft/ln]		366.69	366.61	72.02	239.11	281.11	290.31	106.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	51.18	51.18	20.95	0.00	38.84	47.84	22.50	15.93	0.00
Movement LOS				D	D	C		D	D	C	B	
Critical Movement				Yes	No	No		No	No	No	No	
d_A, Approach Delay [s/veh]	0.00			47.39			41.13			20.51		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	33.14											
Intersection LOS	C											
Intersection V/C	0.761											

Option 1: Copy of Commercial Driveway 9/Orange Ave

Number	46											
Intersection	Commercial Driveway 9/Orange Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	170	0	26	77	490	0	0	394	33
Total Analysis Volume [veh/h]	13	0	0	195	0	0	114	688	0	151	598	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	11	0	0	11	0	11	24	0	13	26	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	15	0	0	15	0	15	28	0	17	30	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.16	0.16	0.08	0.53	0.53	0.11	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.06	0.18	0.18	0.08	0.16	0.16
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1788	1526	1810	1900	1900	1810	1900	1900

s, saturation flow rate [veh/h]	1788	1526	1810	1900	1900	1810	1900	1900
c, Capacity [veh/h]	408	366	153	1006	1006	199	1054	1054
X, volume / capacity	0.03	0.53	0.75	0.34	0.34	0.76	0.28	0.28
d, Delay for Lane Group [s/veh]	21.31	25.96	33.90	9.04	9.04	31.83	7.74	7.74
Lane Group LOS	C	C	C	A	A	C	A	A
Critical Lane Group	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.15	2.67	1.72	2.05	2.05	2.19	1.56	1.56
50th-Percentile Queue Length [ft/ln]	3.72	66.77	43.12	51.15	51.15	54.63	38.92	38.92
95th-Percentile Queue Length [veh/ln]	0.27	4.81	3.10	3.68	3.68	3.93	2.80	2.80
95th-Percentile Queue Length [ft/ln]	6.70	120.18	77.62	92.07	92.07	98.33	70.05	70.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.31	21.31	21.31	25.96	25.96	25.96	33.90	9.04	9.04	31.83	7.74	7.74
Movement LOS	C	C	C	C	C	C	C	A	A	C	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	21.31			25.96			12.58			12.59		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	14.13											
Intersection LOS	B											
Intersection V/C	0.392											

Option 1: MIT of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	238	715	299	170	520	40	25	267	74	294	506	114
Total Analysis Volume [veh/h]	325	1838	312	274	2309	48	39	415	99	478	778	131

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	22	0	13	25	0	5	35	0	14	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	18	28	0	19	29	0	9	39	0	24	54	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.13	0.37	0.37	0.14	0.38	0.38	0.03	0.17	0.17	0.38	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.18	0.36	0.19	0.15	0.43	0.43	0.02	0.14	0.14	0.35	0.24	0.25
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1880	1810	1900	1776	1374	1900	1806

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1880	1810	1900	1776	1374	1900	1806
c, Capacity [veh/h]	230	1918	599	247	1374	714	58	315	294	510	600	570
X, volume / capacity	1.41	0.96	0.52	1.11	1.13	1.13	0.68	0.84	0.85	0.94	0.77	0.78
d, Delay for Lane Group [s/veh]	256.80	46.57	30.22	136.74	100.90	111.08	65.63	50.41	51.32	49.29	36.29	36.66
Lane Group LOS	F	D	C	F	F	F	E	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.45	17.14	6.59	12.64	29.77	32.96	1.24	7.25	6.93	12.47	11.02	10.64
50th-Percentile Queue Length [ft/ln]	486.35	428.49	164.71	315.95	744.20	824.08	31.11	181.26	173.36	311.67	275.56	266.09
95th-Percentile Queue Length [veh/ln]	30.42	23.93	10.80	19.34	41.98	46.18	2.24	11.67	11.25	18.26	16.47	15.99
95th-Percentile Queue Length [ft/ln]	760.49	598.22	269.94	483.62	1049.49	1154.54	56.00	291.66	281.32	456.43	411.68	399.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	256.80	46.57	30.22	136.74	104.26	111.08	65.63	50.74	51.32	49.29	36.44	36.66
Movement LOS	F	D	C	F	F	F	E	D	D	D	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	72.11			107.77			51.89			40.89		
Approach LOS	E			F			D			D		
d_I, Intersection Delay [s/veh]	77.69											
Intersection LOS	E											
Intersection V/C	0.967											

Option 1: Copy of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	84	980	159	100	746	7	19	148	81	213	137	187
Total Analysis Volume [veh/h]	123	2232	169	160	2696	8	31	244	118	326	199	203

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	27	0	9	29	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	11	40	0	14	43	0	9	33	0	23	47	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

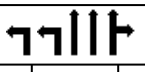
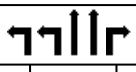
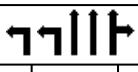
g / C, Green / Cycle	0.06	0.44	0.44	0.09	0.47	0.47	0.36	0.15	0.15	0.17	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.03	0.13	0.07	0.18	0.10	0.13
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1807	1102	1900	1615	1810	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1897	1103	1900	1615	1810	1900	1615
c, Capacity [veh/h]	115	1591	806	165	1690	886	417	287	244	313	562	478
X, volume / capacity	1.07	1.00	1.01	0.97	1.05	1.05	0.07	0.85	0.48	1.04	0.35	0.43
d, Delay for Lane Group [s/veh]	142.70	52.11	66.04	102.05	65.37	73.71	23.33	52.45	44.25	105.76	30.86	31.81
Lane Group LOS	F	D	F	F	F	F	C	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.00	23.79	27.38	6.63	28.61	32.06	0.52	6.89	2.98	13.52	4.10	4.30
50th-Percentile Queue Length [ft/ln]	149.93	594.85	684.48	165.86	715.22	801.49	13.01	172.17	74.49	338.02	102.57	107.59
95th-Percentile Queue Length [veh/ln]	10.22	31.79	36.35	10.86	38.79	42.97	0.94	11.19	5.36	19.97	7.38	7.71
95th-Percentile Queue Length [ft/ln]	255.54	794.85	908.78	271.47	969.72	1074.21	23.42	279.76	134.07	499.33	184.62	192.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	142.70	56.16	66.04	102.05	68.22	73.71	23.33	52.45	44.25	105.76	30.86	31.81
Movement LOS	F	E	E	F	F	E	C	D	D	F	C	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	61.04			70.13			47.69			64.66		
Approach LOS	E			E			D			E		
d_I, Intersection Delay [s/veh]	64.64											
Intersection LOS	E											
Intersection V/C	0.867											

Option 1: MIT of Perris Blvd/Ramona Expy

Number	5											
Intersection	Perris Blvd/Ramona Expy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	207	671	83	118	352	244	328	618	63	87	1039	121
Total Analysis Volume [veh/h]	320	1721	107	168	1453	617	759	837	63	139	1385	118

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	5	39	0	5	39	8	8	35	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	13	52	0	9	48	23	23	45	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

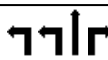
g / C, Green / Cycle	0.08	0.40	0.40	0.04	0.37	0.56	0.16	0.37	0.37	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.33	0.34	0.05	0.40	0.38	0.22	0.16	0.04	0.04	0.28	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	3618	1844	3514	3618	1615	3514	5170	1615	3514	3618	1835

s, saturation flow rate [veh/h]	3514	3618	1844	3514	3618	1615	3514	5176	1615	3514	3618	1825
c, Capacity [veh/h]	264	1447	738	146	1326	902	556	1903	594	201	965	487
X, volume / capacity	1.21	0.83	0.84	1.15	1.10	0.68	1.36	0.44	0.11	0.69	1.04	1.04
d, Delay for Lane Group [s/veh]	159.61	38.26	43.67	140.37	93.08	23.14	219.07	28.77	25.03	59.72	67.83	93.63
Lane Group LOS	F	D	D	F	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.70	16.08	17.63	3.85	28.52	12.19	20.97	5.70	1.13	2.10	16.63	20.26
50th-Percentile Queue Length [ft/ln]	192.40	401.96	440.66	96.33	713.02	304.81	524.27	142.39	28.23	52.55	415.66	506.48
95th-Percentile Queue Length [veh/ln]	13.02	22.65	24.51	6.94	39.68	17.92	32.47	9.61	2.03	3.78	23.81	28.26
95th-Percentile Queue Length [ft/ln]	325.40	566.36	612.79	173.40	992.08	447.97	811.75	240.24	50.81	94.60	595.26	706.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	159.61	39.87	43.67	140.37	93.08	23.14	219.07	28.77	25.03	59.72	75.02	93.63
Movement LOS	F	D	D	F	F	C	F	C	C	E	E	F
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	57.90			77.35			115.69			75.06		
Approach LOS	E			E			F			E		
d_I, Intersection Delay [s/veh]	79.70											
Intersection LOS	E											
Intersection V/C	0.985											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	61	772	16	19	398	37	94	118	36	19	226	76
Total Analysis Volume [veh/h]	175	1576	20	37	1165	253	502	340	90	35	529	89

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	29	0	5	29	0	14	26	0	14	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.52	0.52	0.03	0.45	0.45	0.17	0.27	0.27	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.44	0.01	0.02	0.32	0.16	0.14	0.18	0.06	0.02	0.10	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	3514	1900	1615	1810	5176	1615

s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	3514	1900	1615	1810	5176	1615
c, Capacity [veh/h]	181	1894	846	56	1644	734	589	510	434	57	685	214
X, volume / capacity	0.97	0.83	0.02	0.66	0.71	0.34	0.85	0.67	0.21	0.61	0.77	0.42
d, Delay for Lane Group [s/veh]	98.05	26.56	12.69	65.31	26.75	20.69	48.05	37.36	31.41	62.73	48.01	45.11
Lane Group LOS	F	C	B	E	C	C	D	D	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.09	16.50	0.23	1.18	11.85	4.19	6.77	8.08	1.84	1.10	4.67	2.26
50th-Percentile Queue Length [ft/ln]	177.16	412.55	5.86	29.48	296.16	104.75	169.13	202.02	45.97	27.47	116.82	56.50
95th-Percentile Queue Length [veh/ln]	11.45	23.16	0.42	2.12	17.49	7.54	11.03	12.74	3.31	1.98	8.22	4.07
95th-Percentile Queue Length [ft/ln]	286.30	579.10	10.55	53.06	437.27	188.55	275.77	318.57	82.75	49.45	205.44	101.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.05	26.56	12.69	65.31	26.75	20.69	48.05	37.36	31.41	62.73	48.01	45.11
Movement LOS	F	C	B	E	C	C	D	D	C	E	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	33.47			26.68			42.54			48.40		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	35.20											
Intersection LOS	D											
Intersection V/C	0.701											

Option 1: Copy of Placentia Ave/Barrett Ave

Number	12											
Intersection	Placentia Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	25	15	1	6	6	6	44	267	42	7	295	8
Total Analysis Volume [veh/h]	210	30	0	12	12	0	89	1456	0	460	1021	0

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	5	82	0	5	82	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	50	17	0	49	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.31	0.31	0.06	0.29	0.29	0.28	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.15	0.01	0.05	0.26	0.26	0.25	0.19	0.19
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
s, saturation flow rate [veh/h]	1557	1600	1810	3618	1900	1810	3618	1900

s, saturation flow rate [veh/h]	1557	1690	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	558	587	117	1041	547	501	1810	951
X, volume / capacity	0.43	0.04	0.76	0.92	0.92	0.92	0.37	0.37
d, Delay for Lane Group [s/veh]	29.82	23.88	55.80	38.22	41.14	44.03	15.45	15.56
Lane Group LOS	C	C	E	D	D	D	B	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.93	0.41	2.44	11.20	12.20	11.58	4.35	4.60
50th-Percentile Queue Length [ft/ln]	123.21	10.21	60.94	279.91	305.11	289.48	108.81	115.05
95th-Percentile Queue Length [veh/ln]	8.57	0.74	4.39	16.68	17.93	17.16	7.77	8.12
95th-Percentile Queue Length [ft/ln]	214.24	18.38	109.69	417.10	448.35	429.00	194.35	203.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.82	29.82	29.82	23.88	23.88	23.88	55.80	39.23	41.14	44.03	15.49	15.56
Movement LOS	C	C	C	C	C	C	E	D	D	D	B	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	29.82			23.88			40.18			24.35		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.18											
Intersection LOS	C											
Intersection V/C	0.672											

Option 1: Copy of Placentia Ave/Indian Ave

Number	13											
Intersection	Placentia Ave/Indian Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	45	102	55	12	91	87	260	292	72	63	243	21
Total Analysis Volume [veh/h]	126	197	73	44	217	198	485	1444	245	112	921	41

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	5	32	0	18	32	32	5	19	19
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	9	36	0	9	36	0	37	50	50	15	28	28
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.31	0.30	0.03	0.29	0.28	0.44	0.52	0.08	0.23	0.30
(v / s)_i Volume / Saturation Flow Rate	0.22	0.15	0.02	0.24	0.27	0.40	0.15	0.06	0.25	0.03
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	562	1813	1810	1752	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	562	1813	1810	1752	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	117	550	61	511	513	1592	843	140	845	491
X, volume / capacity	1.08	0.49	0.72	0.81	0.95	0.91	0.29	0.80	1.09	0.08
d, Delay for Lane Group [s/veh]	156.06	34.45	67.25	49.25	61.95	30.95	15.69	61.68	87.55	27.42
Lane Group LOS	F	C	E	D	E	C	B	E	F	C
Critical Lane Group	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.84	6.31	1.42	11.70	15.48	16.75	3.39	3.40	16.27	0.75
50th-Percentile Queue Length [ft/ln]	71.00	157.86	35.48	292.45	386.90	418.77	84.71	84.92	406.75	18.86
95th-Percentile Queue Length [veh/ln]	5.11	10.44	2.55	17.31	21.93	23.46	6.10	6.11	24.00	1.36
95th-Percentile Queue Length [ft/ln]	127.80	260.89	63.86	432.67	548.19	586.57	152.47	152.85	600.04	33.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	156.06	34.45	34.45	67.25	49.25	49.25	61.95	30.95	15.69	61.68	87.55	27.42
Movement LOS	F	C	C	E	D	D	E	C	B	E	F	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	73.15			50.98			36.15			82.55		
Approach LOS	E			D			D			F		
d_I, Intersection Delay [s/veh]	53.53											
Intersection LOS	D											
Intersection V/C	0.769											

Option 1: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	105	134	10	6	24	44	269	599	104	3	385	10
Total Analysis Volume [veh/h]	537	226	13	10	40	56	453	2139	1165	6	1281	13

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	26	0	0	26	0	25	66	0	0	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	30	0	0	30	0	29	70	0	0	41	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	0	10	0
Minimum Recall		No			No		No	No			No	
Maximum Recall		No			No		No	No			No	
Pedestrian Recall		No			No		No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.25	0.66	0.66	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.21	0.13	0.01	0.06	0.25	0.59	0.72	0.10	0.23	0.23
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	2564	1882	1150	1732	1810	3618	1615	50	3618	1900

s, saturation flow rate [veh/h]	2564	1882	1159	1723	1810	3618	1615	59	3618	1890
c, Capacity [veh/h]	582	489	227	448	452	2388	1066	72	1339	699
X, volume / capacity	0.92	0.49	0.04	0.21	1.00	0.90	1.09	0.08	0.63	0.63
d, Delay for Lane Group [s/veh]	62.95	34.82	38.25	30.09	77.66	15.50	73.53	50.49	26.44	27.61
Lane Group LOS	E	C	D	C	F	B	F	D	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	8.23	5.18	0.23	1.89	15.46	15.84	35.17	0.16	7.83	8.41
50th-Percentile Queue Length [ft/ln]	205.87	129.60	5.81	47.16	386.57	395.90	879.24	3.88	195.84	210.34
95th-Percentile Queue Length [veh/ln]	12.94	8.92	0.42	3.40	21.93	22.36	48.41	0.28	12.42	13.17
95th-Percentile Queue Length [ft/ln]	323.52	222.95	10.45	84.89	548.24	559.06	1210.27	6.98	310.59	329.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.95	34.82	34.82	38.25	30.09	30.09	77.66	15.50	73.53	50.49	26.84	27.61
Movement LOS	E	C	C	D	C	C	F	B	F	D	C	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	54.29			30.86			40.99			26.95		
Approach LOS	D			C			D			C		
d_I, Intersection Delay [s/veh]	39.47											
Intersection LOS	D											
Intersection V/C	0.931											

Option 1: City's Comment

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	118	28	613	0	0	0	43	361	0	0	307	224
Total Analysis Volume [veh/h]	287	40	1300	0	0	0	120	1775	0	0	822	579

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	11	0	0	0	0	11	41	0	0	26	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	21	46	0	0	25	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.21	0.21	0.21		0.07	0.66	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.13		0.03	0.49	0.25	0.28	0.29
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900	1900
Arrival type	3			3	3		3		
s, saturation flow rate [veh/h]	1810	1821	10000		3514	3618	1900	1858	1615

s, saturation flow rate [veh/h]	1810	1831	10000		3514	3618	1900	1658	1615
c, Capacity [veh/h]	372	376	2054		265	2392	987	861	839
X, volume / capacity	0.44	0.43	0.63		0.45	0.74	0.47	0.54	0.56
d, Delay for Lane Group [s/veh]	24.58	24.43	23.27		27.77	7.22	9.55	10.18	10.33
Lane Group LOS	C	C	C		C	A	A	B	B
Critical Lane Group	No	No	Yes		No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.25	2.24	16.33		0.78	3.78	3.25	3.44	3.49
50th-Percentile Queue Length [ft/ln]	56.23	55.98	408.37		19.55	94.47	81.37	86.08	87.15
95th-Percentile Queue Length [veh/ln]	4.05	4.03	22.96		1.41	6.80	5.86	6.20	6.27
95th-Percentile Queue Length [ft/ln]	101.21	100.77	574.08		35.20	170.04	146.47	154.95	156.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.58	24.43	23.27	0.00	0.00	0.00	27.77	7.22	0.00	0.00	9.64	10.31
Movement LOS	C	C	C				C	A			A	B
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	23.52			0.00			8.52			10.02		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	13.91											
Intersection LOS	B											
Intersection V/C	0.621											

Option 2: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	91	634	50	62	407	16	13	205	96	107	342	103
Total Analysis Volume [veh/h]	337	1497	47	96	1266	69	117	382	205	199	682	120

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	28	0	5	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	13	33	0	12	32	0	9	30	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.58	0.49	0.49	0.58	0.44	0.44	0.33	0.18	0.18	0.33	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.48	0.41	0.03	0.18	0.35	0.04	0.12	0.11	0.13	0.16	0.19	0.07
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	709	3618	1615	525	3618	1615	955	3618	1615	1217	3618	1615

s, saturation flow rate [veh/h]	708	3618	1615	525	3618	1615	955	3618	1615	1217	3618	1615
c, Capacity [veh/h]	405	1765	788	300	1588	709	314	646	288	442	824	368
X, volume / capacity	0.83	0.85	0.06	0.32	0.80	0.10	0.37	0.59	0.71	0.45	0.83	0.33
d, Delay for Lane Group [s/veh]	37.51	25.44	12.31	19.70	26.06	15.07	26.73	34.82	38.02	24.06	35.27	29.50
Lane Group LOS	D	C	B	B	C	B	C	C	D	C	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.85	13.08	0.48	0.93	11.12	0.81	1.95	3.70	4.25	3.20	7.16	2.18
50th-Percentile Queue Length [ft/ln]	121.23	326.98	11.96	23.18	278.04	20.19	48.76	92.62	106.19	80.06	178.89	54.55
95th-Percentile Queue Length [veh/ln]	8.46	19.01	0.86	1.67	16.59	1.45	3.51	6.67	7.63	5.76	11.54	3.93
95th-Percentile Queue Length [ft/ln]	211.52	475.25	21.53	41.72	414.77	36.34	87.77	166.72	190.68	144.11	288.57	98.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.51	25.44	12.31	19.70	26.06	15.07	26.73	34.82	38.02	24.06	35.27	29.50
Movement LOS	D	C	B	B	C	B	C	C	D	C	D	C
Critical Movement	No	No	No	No	No	No	No	No	Yes	No	No	No
d_A, Approach Delay [s/veh]	27.27			25.10			34.41			32.35		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	28.67											
Intersection LOS	C											
Intersection V/C	0.687											

Option 1: Copy of Orange Ave/Barrett Ave

Number	19											
Intersection	Orange Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	55	0	20	7	0	13	11	301	0	0	367	29
Total Analysis Volume [veh/h]	67	80	0	75	178	0	78	680	0	0	779	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	6	0	0	0	32	0	0	32	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	10	0	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	10	0	0	0	36	0	0	36	0
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	0	0	0	10	0	0	10	0
Minimum Recall		No		No				No			No	
Maximum Recall		No		No				No			No	
Pedestrian Recall		No		No				No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.15	0.06	0.06	0.59	0.59	0.59	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.08	0.04	0.00	0.11	0.19	0.00	0.00	0.41	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3		3			3		
c, saturation flow rate [veh/h]	1933	1810	1615	704	3618	1615	772	1900	1615

s, saturation flow rate [veh/h]	1932	1810	1615	704	3618	1615	772	1900	1615
c, Capacity [veh/h]	295	110	98	300	2122	947	469	1114	947
X, volume / capacity	0.50	0.68	0.00	0.26	0.32	0.00	0.00	0.70	0.00
d, Delay for Lane Group [s/veh]	24.61	34.85	0.00	20.79	6.72	0.00	0.00	12.34	0.00
Lane Group LOS	C	C	A	C	A	A	A	B	A
Critical Lane Group	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.90	1.22	0.00	0.95	1.50	0.00	0.00	5.50	0.00
50th-Percentile Queue Length [ft/ln]	47.38	30.53	0.00	23.72	37.61	0.00	0.00	137.58	0.00
95th-Percentile Queue Length [veh/ln]	3.41	2.20	0.00	1.71	2.71	0.00	0.00	9.35	0.00
95th-Percentile Queue Length [ft/ln]	85.28	54.95	0.00	42.70	67.69	0.00	0.00	233.76	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.61	24.61	24.61	34.85	0.00	0.00	20.79	6.72	0.00	0.00	12.34	0.00
Movement LOS	C	C	C	C		A	C	A	A	A	B	A
Critical Movement	No	No	No	Yes		No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	24.61			34.85			8.16			12.34		
Approach LOS	C			C			A			B		
d_I, Intersection Delay [s/veh]	12.53											
Intersection LOS	B											
Intersection V/C	0.528											

Option 1: Copy of Orange Ave/Indian Ave

Number	20					
Intersection	Orange Ave/Indian Ave					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Base Volume Input [veh/h]	206	60	1	84	149	294
Total Analysis Volume [veh/h]	503	0	6	378	310	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	33	0	0	19	19	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	37	0	0	23	23	0
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	0	10	10	0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.32	0.32	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.28	0.00	0.01	0.10	0.09	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	1810	1615	1086	3618	3618	1615

s, saturation flow rate [veh/h]	1810	1615	1086	3618	3618	1615
c, Capacity [veh/h]	576	514	605	1984	1984	886
X, volume / capacity	0.87	0.00	0.01	0.19	0.16	0.00
d, Delay for Lane Group [s/veh]	23.66	0.00	9.29	7.04	6.86	0.00
Lane Group LOS	C	A	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.46	0.00	0.04	0.98	0.71	0.00
50th-Percentile Queue Length [ft/ln]	161.56	0.00	1.04	24.62	17.83	0.00
95th-Percentile Queue Length [veh/ln]	10.63	0.00	0.08	1.77	1.28	0.00
95th-Percentile Queue Length [ft/ln]	265.78	0.00	1.88	44.32	32.09	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.66	0.00	9.29	7.04	6.86	0.00
Movement LOS	C	A	A	A	A	A
Critical Movement	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	23.66		7.08		6.86	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	13.99					
Intersection LOS	B					
Intersection V/C	0.382					

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	155	3	78	43	121	88
Total Analysis Volume [veh/h]	457	0	1276	274	309	0

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	34	0	10	54	28	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	17	0	0	10	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	38	0	20	58	32	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		Yes	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.48	0.48	0.70	0.70	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.14	0.00	0.61	0.16	0.19	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	3256	1454	2090	1710	1629	1454

s, saturation flow rate [veh/h]	3256	1454	2090	1710	1629	1454
c, Capacity [veh/h]	1549	691	1454	1193	347	310
X, volume / capacity	0.30	0.00	0.88	0.23	0.89	0.00
d, Delay for Lane Group [s/veh]	14.88	0.00	16.62	5.34	45.48	0.00
Lane Group LOS	B	A	B	A	D	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.64	0.00	5.82	1.45	7.48	0.00
50th-Percentile Queue Length [ft/ln]	65.94	0.00	145.59	36.14	186.93	0.00
95th-Percentile Queue Length [veh/ln]	4.75	0.00	9.78	2.60	11.96	0.00
95th-Percentile Queue Length [ft/ln]	118.70	0.00	244.53	65.06	299.04	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.88	0.00	16.62	5.34	45.48	0.00
Movement LOS	B	A	B	A	D	A
Critical Movement	No	No	No	No	Yes	No
d_A, Approach Delay [s/veh]	14.88		14.62		45.48	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	18.79					
Intersection LOS	B					
Intersection V/C	0.532					

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	83	94	199	119	113	226	111	424	45	173	598	137
Total Analysis Volume [veh/h]	148	161	255	203	193	306	207	831	61	294	1229	175

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	24	0	10	28	0	8	18	0	12	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	16	35	0	19	38	0	19	40	0	26	47	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

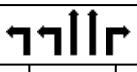
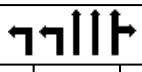
g / C, Green / Cycle	0.10	0.26	0.13	0.29	0.29	0.13	0.30	0.30	0.18	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.23	0.04	0.16	0.34	0.11
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	176	449	226	550	467	226	1093	488	322	1284	573
X, volume / capacity	0.84	0.93	0.90	0.35	0.65	0.92	0.76	0.13	0.91	0.96	0.31
d, Delay for Lane Group [s/veh]	75.24	70.92	80.61	35.49	44.37	84.28	39.06	30.49	73.58	43.08	28.29
Lane Group LOS	E	E	F	D	D	F	D	C	E	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.50	15.51	7.87	4.78	8.84	7.91	10.54	1.23	10.47	17.22	3.48
50th-Percentile Queue Length [ft/ln]	137.46	387.70	196.87	119.53	220.94	197.85	263.62	30.87	261.66	430.47	87.00
95th-Percentile Queue Length [veh/ln]	9.34	21.97	12.48	8.37	13.71	12.53	15.87	2.22	15.77	24.02	6.26
95th-Percentile Queue Length [ft/ln]	233.61	549.16	311.93	209.18	342.83	313.19	396.76	55.56	394.30	600.60	156.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.24	70.92	70.92	80.61	35.49	44.37	84.28	39.06	30.49	73.58	43.08	28.29
Movement LOS	E	E	E	F	D	D	F	D	C	E	D	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	72.06			52.41			47.10			46.83		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	51.37											
Intersection LOS	D											
Intersection V/C	0.809											

Option 1: City's Comment of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	187	510	213	151	374	177	245	505	98	256	617	164
Total Analysis Volume [veh/h]	389	1259	230	242	1156	361	634	806	108	370	946	215

Intersection Settings

Cycle Length [s]	140
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups						2,3			1,8			
Maximum Green [s]	13	37	15	8	29	10	10	34	13	15	35	8
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	34	54	39	15	33	28	28	30	34	39	39	15
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

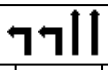
g / C, Green / Cycle	0.22	0.38	0.38	0.08	0.24	0.46	0.19	0.30	0.55	0.13	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.21	0.28	0.28	0.07	0.22	0.22	0.18	0.22	0.07	0.11	0.22	0.22
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1754	2514	5176	1615	2514	3618	1615	2514	3618	1735

s, saturation flow rate [veh/h]	1810	3618	1754	3514	5176	1615	3514	3618	1615	3514	3618	1725
c, Capacity [veh/h]	393	1372	665	280	1250	741	662	1084	882	441	856	408
X, volume / capacity	0.99	0.73	0.73	0.86	0.92	0.49	0.96	0.74	0.12	0.84	0.92	0.92
d, Delay for Lane Group [s/veh]	93.87	37.52	41.10	70.58	63.93	28.31	64.55	44.59	15.30	63.33	55.88	73.16
Lane Group LOS	F	D	D	E	E	C	E	D	B	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	17.47	14.14	14.47	4.43	14.14	8.45	11.58	12.34	1.64	6.51	13.56	14.89
50th-Percentile Queue Length [ft/ln]	436.85	353.38	361.86	110.63	353.47	211.37	289.44	308.60	41.06	162.74	338.89	372.33
95th-Percentile Queue Length [veh/ln]	24.33	20.30	20.71	7.88	20.31	13.22	17.16	18.11	2.96	10.69	19.59	21.22
95th-Percentile Queue Length [ft/ln]	608.24	507.53	517.85	196.88	507.63	330.59	428.95	452.64	73.90	267.34	489.84	530.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	93.87	38.25	41.10	70.58	63.93	28.31	64.55	44.59	15.30	63.33	58.81	73.16
Movement LOS	F	D	D	E	E	C	E	D	B	E	E	E
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	50.12			57.53			50.72			61.91		
Approach LOS	D			E			D			E		
d_I, Intersection Delay [s/veh]	54.89											
Intersection LOS	D											
Intersection V/C	0.836											

Option 1: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	276	1	77	0	479	130	325	586	0
Total Analysis Volume [veh/h]	0	0	0	644	1	166	0	852	206	781	880	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	13	0	0	21	0	14	39	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	32	0	74	24	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.22	0.22	0.22	0.34	0.34	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate		0.18	0.18	0.10	0.28	0.30	0.22	0.24
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1778	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1778	3514	3618
c, Capacity [veh/h]		389	389	348	640	599	972	1000
X, volume / capacity		0.83	0.83	0.48	0.83	0.88	0.80	0.88
d, Delay for Lane Group [s/veh]		44.29	44.29	28.67	26.72	31.51	25.16	26.92
Lane Group LOS		D	D	C	C	C	C	C
Critical Lane Group		Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		6.63	6.63	2.65	7.97	8.80	5.61	6.62
50th-Percentile Queue Length [ft/ln]		165.70	165.70	66.31	199.25	219.97	140.16	165.43
95th-Percentile Queue Length [veh/ln]		10.85	10.85	4.77	12.60	13.66	9.49	10.84
95th-Percentile Queue Length [ft/ln]		271.26	271.25	119.35	315.00	341.59	237.24	270.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	44.29	44.29	28.67	0.00	28.54	31.51	25.16	26.92	0.00
Movement LOS				D	D	C		C	C	C	C	
Critical Movement				Yes	No	No		No	No	No	No	
d_A, Approach Delay [s/veh]		0.00			41.09			29.11			26.09	
Approach LOS		A			D			C			C	
d_I, Intersection Delay [s/veh]	30.44											
Intersection LOS	C											
Intersection V/C	0.719											

Option 1: MIT of Redlands Ave/Mildred St

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	70	382	10	29	591	45	63	23	61	13	55	37
Total Analysis Volume [veh/h]	99	595	14	41	846	74	100	33	92	19	78	53

Intersection Settings

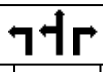
Lanes

Capacity per Entry Lane [veh/h]	434	463	464	478	480	532	436	426

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	13.45	24.26	24.03	52.57	51.23	10.56	19.73	15.97
95th-Percentile Queue Length [veh]	0.87	4.68	4.64	10.94	10.78	0.48	2.88	1.56
95th-Percentile Queue Length [ft]	21.75	116.93	115.94	273.55	269.59	12.01	72.11	38.99
Approach Delay [s/veh]	22.65			48.72			19.73	15.97
Approach LOS	C			E			C	C
Intersection Delay [s/veh]	34.09							
Intersection LOS	D							

Option 1: MIT of Perris Blvd/4th St

Number	36											
Intersection	Perris Blvd/4th St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	52	475	45	62	296	209	306	645	42	45	552	43
Total Analysis Volume [veh/h]	71	1051	45	152	878	239	508	884	43	61	757	122

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	10	10	5	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	45	0	15	51	32	32	49	0	11	28	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		Yes	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.36	0.36	0.47	0.47	0.39	0.23	0.39	0.39	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.11	0.29	0.29	0.20	0.48	0.15	0.28	0.25	0.25	0.03	0.24	0.24
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	642	1900	1873	773	1833	1615	1810	1900	1860	1810	1900	1900

s, saturation flow rate [veh/h]	642	1900	1873	773	1832	1615	1810	1900	1869	1810	1900	1809
c, Capacity [veh/h]	64	682	672	312	904	633	422	739	727	80	380	362
X, volume / capacity	1.11	0.81	0.81	0.49	0.97	0.38	1.20	0.63	0.63	0.76	1.18	1.18
d, Delay for Lane Group [s/veh]	204.56	44.73	44.90	30.01	55.50	27.78	158.03	31.27	31.36	70.34	154.83	155.82
Lane Group LOS	F	D	D	C	E	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.61	15.74	15.56	2.82	29.14	4.99	25.50	10.98	10.87	2.12	22.47	21.49
50th-Percentile Queue Length [ft/ln]	115.25	393.60	388.95	70.58	728.41	124.75	637.49	274.60	271.71	52.98	561.65	537.28
95th-Percentile Queue Length [veh/ln]	8.30	22.25	22.03	5.08	37.99	8.65	37.34	16.42	16.27	3.81	33.00	31.73
95th-Percentile Queue Length [ft/ln]	207.45	556.28	550.67	127.05	949.72	216.33	933.50	410.48	406.87	95.37	824.95	793.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	204.56	44.81	44.90	30.01	55.50	27.78	158.03	31.31	31.36	70.34	155.24	155.82
Movement LOS	F	D	D	C	E	C	F	C	C	E	F	F
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	54.53			47.22			76.17			149.80		
Approach LOS	D			D			E			F		
d_I, Intersection Delay [s/veh]	77.67											
Intersection LOS	E											
Intersection V/C	1.006											

Option 1: Copy of Barrett Ave/I-215 Frontage Road

Number	39						
Intersection	Barrett Ave/I-215 Frontage Road						
Control Type	All-way stop						
Analysis Method	HCM 7th Edition						
Name							
Approach	Northbound		Southbound			Westbound	
Lane Configuration							
Turning Movement	Thru	Right	Left	Thru		Left	Right
Base Volume Input [veh/h]	101	83	64	123		60	37
Total Analysis Volume [veh/h]	306	136	162	203		154	202
Intersection Settings							
Lanes							
Capacity per Entry Lane [veh/h]	538	602	490	527	527	491	586
Movement, Approach, & Intersection Results							
Average Lane Delay [s/veh]	17.83	10.41	13.64	11.17	11.17	13.35	12.05
95th-Percentile Queue Length [veh]	3.52	0.86	1.43	0.71	0.71	1.33	1.53
95th-Percentile Queue Length [ft]	88.10	21.56	35.81	17.69	17.69	33.22	38.28
Approach Delay [s/veh]	15.55		12.27			12.61	
Approach LOS	C		B			B	
Intersection Delay [s/veh]	13.62						
Intersection LOS	B						

Option 1: Copy of Commercial Driveway 9/Orange Ave

Number	46											
Intersection	Commercial Driveway 9/Orange Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	30	0	6	29	323	0	0	443	19
Total Analysis Volume [veh/h]	9	0	0	55	0	0	70	650	0	130	925	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	12	20	0	18	26	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	16	24	0	22	30	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.10	0.06	0.60	0.60	0.10	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.04	0.17	0.17	0.07	0.24	0.24
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1654	1507	1810	1900	1900	1810	1900	1900

s, saturation flow rate [veh/h]	1654	1567	1810	1900	1900	1810	1900	1900
c, Capacity [veh/h]	287	278	108	1145	1145	174	1215	1215
X, volume / capacity	0.03	0.20	0.65	0.28	0.28	0.75	0.38	0.38
d, Delay for Lane Group [s/veh]	24.41	25.35	34.00	6.34	6.34	32.59	6.07	6.07
Lane Group LOS	C	C	C	A	A	C	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.11	0.71	1.07	1.39	1.39	1.91	1.79	1.79
50th-Percentile Queue Length [ft/ln]	2.83	17.83	26.87	34.66	34.66	47.83	44.63	44.63
95th-Percentile Queue Length [veh/ln]	0.20	1.28	1.93	2.50	2.50	3.44	3.21	3.21
95th-Percentile Queue Length [ft/ln]	5.09	32.10	48.37	62.38	62.38	86.09	80.33	80.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.41	24.41	24.41	25.35	25.35	25.35	34.00	6.34	6.34	32.59	6.07	6.07
Movement LOS	C	C	C	C	C	C	C	A	A	C	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	24.41			25.35			9.03			9.34		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	9.77											
Intersection LOS	A											
Intersection V/C	0.317											

Option 1: MIT of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	166	769	364	186	708	15	29	358	116	266	310	105
Total Analysis Volume [veh/h]	254	2231	416	244	1770	14	37	460	116	370	412	104

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	32	0	11	30	0	7	35	0	16	44	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	23	36	0	16	29	0	18	39	0	19	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.16	0.43	0.43	0.11	0.38	0.38	0.03	0.18	0.18	0.36	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.14	0.43	0.26	0.13	0.32	0.32	0.02	0.16	0.16	0.29	0.14	0.14
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1803	1810	1900	1770	1267	1900	1770

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1892	1810	1900	1770	1267	1900	1770
c, Capacity [veh/h]	284	2205	688	197	1368	716	58	348	324	425	545	508
X, volume / capacity	0.89	1.01	0.60	1.24	0.86	0.86	0.63	0.85	0.86	0.87	0.49	0.49
d, Delay for Lane Group [s/veh]	67.07	53.65	28.31	190.95	38.48	44.00	63.37	49.49	50.33	42.83	33.21	33.26
Lane Group LOS	E	F	C	F	D	D	E	D	D	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.26	22.39	8.57	13.03	14.69	16.48	1.16	8.11	7.70	8.84	5.76	5.38
50th-Percentile Queue Length [ft/ln]	206.55	559.74	214.25	325.64	367.24	411.91	28.96	202.74	192.58	221.10	144.05	134.42
95th-Percentile Queue Length [veh/ln]	12.98	30.41	13.37	20.54	20.98	23.13	2.08	12.78	12.26	13.72	9.70	9.18
95th-Percentile Queue Length [ft/ln]	324.40	760.34	334.28	513.47	524.38	578.33	52.12	319.50	306.38	343.02	242.46	229.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.07	53.65	28.31	190.95	40.35	44.00	63.37	49.79	50.33	42.83	33.23	33.26
Movement LOS	E	F	C	F	D	D	E	D	D	D	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	51.19			58.50			50.71			37.24		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	51.53											
Intersection LOS	D											
Intersection V/C	0.887											

Option 1: MIT of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	69	1132	169	114	879	20	26	128	92	195	97	115
Total Analysis Volume [veh/h]	115	2676	186	156	2096	20	38	189	111	308	144	128

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	36	0	10	35	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	39	57	0	15	33	0	11	33	0	15	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.08	0.56	0.56	0.09	0.58	0.58	0.24	0.12	0.12	0.24	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.52	0.54	0.09	0.38	0.38	0.03	0.10	0.07	0.22	0.08	0.08
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1839	1810	3618	1801	1355	1900	1615	1412	1900	1615

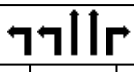
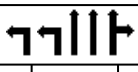
s, saturation flow rate [veh/h]	1810	3618	1839	1810	3618	1891	1255	1900	1615	1412	1900	1615
c, Capacity [veh/h]	144	2039	1036	166	2082	1088	324	228	193	331	345	293
X, volume / capacity	0.80	0.92	0.95	0.94	0.67	0.67	0.12	0.83	0.57	0.93	0.42	0.44
d, Delay for Lane Group [s/veh]	63.87	32.04	43.04	98.24	19.26	20.83	35.38	59.22	52.58	69.06	44.31	44.69
Lane Group LOS	E	C	D	F	B	C	D	E	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.72	23.75	28.62	6.59	12.41	13.47	0.86	5.94	3.24	10.08	3.81	3.41
50th-Percentile Queue Length [ft/ln]	92.88	593.80	715.40	164.77	310.33	336.84	21.55	148.47	81.08	251.88	95.22	85.33
95th-Percentile Queue Length [veh/ln]	6.69	31.74	37.39	10.80	18.19	19.49	1.55	9.94	5.84	15.28	6.86	6.14
95th-Percentile Queue Length [ft/ln]	167.18	793.61	934.73	270.02	454.78	487.34	38.79	248.39	145.94	382.02	171.40	153.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.87	35.33	43.04	98.24	19.79	20.83	35.38	59.22	52.58	69.06	44.31	44.69
Movement LOS	E	D	D	F	B	C	D	E	D	E	D	D
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	36.91			25.19			54.36			57.53		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	35.49											
Intersection LOS	D											
Intersection V/C	0.847											

Option 1: MIT of Perris Blvd/Ramona Expy

Number	5
Intersection	Perris Blvd/Ramona Expy
Control Type	Signalized
Analysis Method	HCM 7th Edition

Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	123	413	109	284	632	251	297	1030	135	144	732	99
Total Analysis Volume [veh/h]	183	1502	144	369	1435	458	764	1412	138	206	967	97

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	6	38	0	11	43	23	23	47	0	8	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	40	0	16	46	28	28	52	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.34	0.34	0.10	0.39	0.63	0.20	0.36	0.36	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.42	0.09	0.11	0.40	0.28	0.22	0.27	0.09	0.06	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5170	1615	3514	3618	1813

s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	3514	5176	1615	3514	3618	1615
c, Capacity [veh/h]	176	1244	556	351	1425	1013	703	1843	575	234	806	404
X, volume / capacity	1.04	1.21	0.26	1.05	1.01	0.45	1.09	0.77	0.24	0.88	0.88	0.88
d, Delay for Lane Group [s/veh]	99.88	140.32	29.48	90.75	61.87	13.09	93.23	34.90	27.42	65.71	48.41	58.64
Lane Group LOS	F	F	C	F	F	B	F	C	C	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.65	34.79	3.06	6.95	24.59	6.06	14.36	11.42	2.67	3.30	10.03	11.20
50th-Percentile Queue Length [ft/ln]	91.13	869.64	76.61	173.87	614.66	151.48	359.07	285.57	66.74	82.39	250.67	280.10
95th-Percentile Queue Length [veh/ln]	6.56	50.06	5.52	11.49	32.88	10.10	21.49	16.97	4.81	5.93	15.22	16.69
95th-Percentile Queue Length [ft/ln]	164.03	1251.62	137.90	287.23	822.12	252.40	537.24	424.13	120.14	148.30	380.50	417.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.88	140.32	29.48	90.75	61.87	13.09	93.23	34.90	27.42	65.71	51.14	58.64
Movement LOS	F	F	C	F	F	B	F	C	C	E	D	E
Critical Movement	No	Yes	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	127.55			56.71			53.72			54.08		
Approach LOS	F			E			D			D		
d_I, Intersection Delay [s/veh]	72.25											
Intersection LOS	E											
Intersection V/C	0.934											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	47	688	63	65	901	71	45	202	76	40	87	29
Total Analysis Volume [veh/h]	193	1365	68	98	1662	208	415	460	165	65	375	40

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	13	47	0	13	47	0	18	26	0	18	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	19	40	0	12	33	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.12	0.47	0.47	0.07	0.42	0.42	0.14	0.27	0.27	0.05	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.11	0.38	0.04	0.05	0.46	0.13	0.12	0.24	0.10	0.04	0.07	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	3514	1900	1615	1810	5176	1615

s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	3514	1900	1615	1810	5176	1615
c, Capacity [veh/h]	223	1711	764	123	1511	675	497	505	429	87	892	278
X, volume / capacity	0.87	0.80	0.09	0.80	1.10	0.31	0.84	0.91	0.38	0.75	0.42	0.14
d, Delay for Lane Group [s/veh]	67.47	28.52	16.18	61.54	87.54	22.59	49.77	48.86	33.61	63.64	40.94	38.87
Lane Group LOS	E	C	B	E	F	C	D	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.26	14.68	0.94	2.96	30.09	3.61	5.65	12.95	3.58	2.03	2.99	0.92
50th-Percentile Queue Length [ft/ln]	156.62	366.89	23.45	73.96	752.34	90.37	141.25	323.87	89.44	50.65	74.65	22.97
95th-Percentile Queue Length [veh/ln]	10.37	20.96	1.69	5.32	41.85	6.51	9.55	18.86	6.44	3.65	5.37	1.65
95th-Percentile Queue Length [ft/ln]	259.24	523.95	42.21	133.12	1046.21	162.67	238.71	471.44	161.00	91.17	134.36	41.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.47	28.52	16.18	61.54	87.54	22.59	49.77	48.86	33.61	63.64	40.94	38.87
Movement LOS	E	C	B	E	F	C	D	D	C	E	D	D
Critical Movement	No	No	No	No	Yes	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	32.63			79.38			46.80			43.84		
Approach LOS	C			E			D			D		
d_I, Intersection Delay [s/veh]	54.55											
Intersection LOS	D											
Intersection V/C	0.844											

Option 1: MIT of Placentia Ave/Barrett Ave

Number	12											
Intersection	Placentia Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	37	16	8	3	10	12	10	330	47	9	213	10
Total Analysis Volume [veh/h]	235	25	0	7	20	0	13	1037	0	138	1084	0

Intersection Settings

Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	5	32	0	5	32	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	9	33	0	13	37	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.52	0.52	0.02	0.23	0.23	0.10	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.17	0.02	0.01	0.19	0.19	0.08	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1530	1778	1810	3618	1900	1810	3618	1900

s, saturation flow rate [veh/h]	1539	1778	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	888	984	31	841	442	173	1126	591
X, volume / capacity	0.29	0.03	0.42	0.81	0.81	0.80	0.63	0.63
d, Delay for Lane Group [s/veh]	11.54	9.34	47.67	30.91	32.56	46.39	24.21	24.74
Lane Group LOS	B	A	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.56	0.22	0.32	5.97	6.47	3.03	5.39	5.75
50th-Percentile Queue Length [ft/ln]	63.98	5.49	7.95	149.26	161.86	75.80	134.68	143.64
95th-Percentile Queue Length [veh/ln]	4.61	0.40	0.57	9.98	10.65	5.46	9.19	9.68
95th-Percentile Queue Length [ft/ln]	115.16	9.88	14.31	249.44	266.19	136.45	229.84	241.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.54	11.54	11.54	9.34	9.34	9.34	47.67	31.48	32.56	46.39	24.39	24.74
Movement LOS	B	B	B	A	A	A	D	C	C	D	C	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	11.54			9.34			31.68			26.87		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	27.10											
Intersection LOS	C											
Intersection V/C	0.433											

Option 1: Copy of Placentia Ave/Indian Ave

Number	13											
Intersection	Placentia Ave/Indian Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Indian Ave			Indian Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	32	60	12	30	149	180	80	331	53	8	238	12
Total Analysis Volume [veh/h]	166	123	13	68	240	419	157	1246	124	12	1163	29

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	8	7	4	4
Auxiliary Signal Groups									1,8			4,5
Maximum Green [s]	5	32	0	28	55	0	11	38	38	6	33	33
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	5
Pedestrian Clearance [s]	0	27	0	0	27	0	0	21	21	0	14	14
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	14	54	0	9	49	0	14	44	44	13	43	43
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	10	5	10	10
Minimum Recall		No		No	No		No	No	No	No	No	No
Maximum Recall		No		No	No		No	No	No	No	No	No
Pedestrian Recall		No		No	No		No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.42	0.42	0.04	0.40	0.08	0.39	0.49	0.01	0.33	0.40
(v / s)_i Volume / Saturation Flow Rate	0.11	0.07	0.04	0.39	0.09	0.34	0.08	0.01	0.32	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	1535	1868	1810	1708	1810	2618	1615	1810	2618	1615

s, saturation flow rate [veh/h]	1535	1868	1810	1708	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	179	779	75	681	151	1424	786	27	1176	646
X, volume / capacity	0.93	0.17	0.90	0.97	1.04	0.87	0.16	0.45	0.99	0.04
d, Delay for Lane Group [s/veh]	108.29	22.51	85.98	62.65	126.97	35.50	17.41	70.13	50.23	22.02
Lane Group LOS	F	C	F	E	F	D	B	E	D	C
Critical Lane Group	No	No	No	Yes	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.69	2.53	2.61	22.84	7.45	16.17	1.88	0.44	17.85	0.49
50th-Percentile Queue Length [ft/ln]	67.36	63.37	65.17	571.01	186.37	404.27	46.97	10.97	446.27	12.26
95th-Percentile Queue Length [veh/ln]	4.85	4.56	4.69	30.68	12.11	22.77	3.38	0.79	24.78	0.88
95th-Percentile Queue Length [ft/ln]	121.25	114.06	117.31	766.96	302.69	569.14	84.55	19.75	619.50	22.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	108.29	22.51	22.51	85.98	62.65	62.65	126.97	35.50	17.41	70.13	50.23	22.02
Movement LOS	F	C	C	F	E	E	F	D	B	E	D	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	69.66			64.84			43.44			49.75		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	51.70											
Intersection LOS	D											
Intersection V/C	0.800											

Option 2: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	127	31	8	16	68	129	32	445	215	8	436	5
Total Analysis Volume [veh/h]	1045	41	8	24	104	149	45	1557	509	11	1728	4

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	5	37	0	0	28	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	55	0	0	55	0	9	55	0	0	46	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	0	10	0
Minimum Recall		No			No		No	No			No	
Maximum Recall		No			No		No	No			No	
Pedestrian Recall		No			No		No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.03	0.46	0.46	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.47	0.03	0.02	0.15	0.02	0.43	0.32	0.05	0.31	0.31
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	2223	1847	1378	1721	1810	3618	1615	205	3618	1808

s, saturation flow rate [veh/h]	2223	1847	1378	1721	1810	3618	1615	205	3618	1898
c, Capacity [veh/h]	859	859	663	801	62	1671	746	65	1415	742
X, volume / capacity	1.22	0.06	0.04	0.32	0.72	0.93	0.68	0.17	0.80	0.80
d, Delay for Lane Group [s/veh]	145.14	16.28	18.07	19.46	67.32	30.86	25.59	56.20	30.82	35.55
Lane Group LOS	F	B	B	B	E	C	C	E	C	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	24.34	0.69	0.36	4.09	1.45	18.24	10.04	0.32	12.65	14.25
50th-Percentile Queue Length [ft/ln]	608.49	17.14	9.01	102.29	36.29	456.11	250.97	7.97	316.15	356.13
95th-Percentile Queue Length [veh/ln]	36.93	1.23	0.65	7.36	2.61	25.25	15.23	0.57	18.48	20.44
95th-Percentile Queue Length [ft/ln]	923.19	30.85	16.23	184.12	65.31	631.24	380.87	14.34	461.95	510.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	145.14	16.28	16.28	18.07	19.46	19.46	67.32	30.86	25.59	56.20	32.44	35.55
Movement LOS	F	B	B	B	B	B	E	C	C	E	C	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	139.37			19.34			30.37			32.60		
Approach LOS	F			B			C			C		
d_I, Intersection Delay [s/veh]	53.35											
Intersection LOS	D											
Intersection V/C	0.901											

Option 1: City's Comment

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	34	3	170	0	0	0	46	522	0	0	421	257
Total Analysis Volume [veh/h]	128	5	552	0	0	0	181	1493	0	0	1532	1201

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	7	102	0	0	91	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	40	56	0	0	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.15	0.15	0.15		0.08	0.73	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.41	0.48	0.55	0.56
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900	1900
Arrival type	3			3	3		3		
c, saturation flow rate [veh/h]	1810	1816	3500		2514	3618	1900	1615	1615

s, saturation flow rate [veh/h]	1810	1816	8500		3514	3618	1900	1645	1615
c, Capacity [veh/h]	278	279	1306		291	2648	1125	974	956
X, volume / capacity	0.24	0.24	0.42		0.62	0.56	0.81	0.94	0.95
d, Delay for Lane Group [s/veh]	28.04	28.03	27.81		33.20	4.47	12.64	18.02	19.70
Lane Group LOS	C	C	C		C	A	B	B	B
Critical Lane Group	No	No	Yes		Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.09	1.10	8.39		1.45	2.13	9.25	11.60	12.18
50th-Percentile Queue Length [ft/ln]	27.32	27.39	209.75		36.23	53.30	231.14	289.96	304.56
95th-Percentile Queue Length [veh/ln]	1.97	1.97	13.14		2.61	3.84	14.23	17.18	17.91
95th-Percentile Queue Length [ft/ln]	49.18	49.31	328.51		65.21	95.94	355.81	429.60	447.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.04	28.03	27.81	0.00	0.00	0.00	33.20	4.47	0.00	0.00	13.22	19.30
Movement LOS	C	C	C				C	A			B	B
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	27.86			0.00			7.58			16.79		
Approach LOS	C			A			A			B		
d_I, Intersection Delay [s/veh]	15.25											
Intersection LOS	B											
Intersection V/C	0.681											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	153	644	137	192	794	31	23	264	188	131	230	96
Total Analysis Volume [veh/h]	351	1345	111	254	1570	83	144	488	356	231	349	91

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	39	0	14	42	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	19	62	0	9	52	0	9	30	0	9	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.61	0.53	0.53	0.61	0.44	0.44	0.32	0.24	0.24	0.32	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.51	0.37	0.07	0.49	0.43	0.05	0.13	0.13	0.22	0.26	0.10	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	688	3618	1615	521	3618	1615	1133	3618	1615	802	3618	1615

s, saturation flow rate [veh/h]	688	3618	1615	521	3618	1615	1133	3618	1615	892	3618	1615
c, Capacity [veh/h]	386	1907	852	313	1579	705	381	855	382	304	855	382
X, volume / capacity	0.91	0.71	0.13	0.81	0.99	0.12	0.38	0.57	0.93	0.76	0.41	0.24
d, Delay for Lane Group [s/veh]	63.32	21.78	13.51	40.46	52.27	18.76	31.05	37.68	59.73	52.69	35.81	34.31
Lane Group LOS	E	C	B	D	D	B	C	D	E	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.62	12.23	1.37	4.22	23.63	1.26	3.00	5.65	11.00	6.13	3.99	2.01
50th-Percentile Queue Length [ft/ln]	165.57	305.86	34.29	105.44	590.82	31.54	75.06	141.18	274.97	153.27	99.66	50.14
95th-Percentile Queue Length [veh/ln]	10.84	17.97	2.47	7.59	31.61	2.27	5.40	9.54	16.44	10.19	7.18	3.61
95th-Percentile Queue Length [ft/ln]	271.08	449.27	61.72	189.64	790.14	56.77	135.12	238.61	410.95	254.78	179.40	90.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.32	21.78	13.51	40.46	52.27	18.76	31.05	37.68	59.73	52.69	35.81	34.31
Movement LOS	E	C	B	D	D	B	C	D	E	D	D	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	29.34			49.24			44.66			41.42		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	40.73											
Intersection LOS	D											
Intersection V/C	0.842											

Option 1: Copy of Orange Ave/Barrett Ave

Number	19											
Intersection	Orange Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	41	0	59	26	0	17	20	339	0	0	231	14
Total Analysis Volume [veh/h]	50	183	0	115	109	0	175	763	0	0	411	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	21	0	0	0	17	0	0	17	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	10	0	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	25	0	0	0	21	0	0	21	0
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	0	0	0	10	0	0	10	0
Minimum Recall		No		No				No			No	
Maximum Recall		No		No				No			No	
Pedestrian Recall		No		No				No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.16	0.09	0.09	0.55	0.55	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.12	0.06	0.00	0.18	0.21	0.00	0.00	0.22	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3		3			3		
c, saturation flow rate [veh/h]	1955	1810	1615	999	3618	1615	715	1999	1615

s, saturation flow rate [veh/h]	1955	1810	1615	990	3618	1615	715	1900	1615
c, Capacity [veh/h]	319	157	140	490	1989	888	390	1045	888
X, volume / capacity	0.73	0.73	0.00	0.36	0.38	0.00	0.00	0.39	0.00
d, Delay for Lane Group [s/veh]	27.05	33.08	0.00	16.30	8.27	0.00	0.00	8.87	0.00
Lane Group LOS	C	C	A	B	A	A	A	A	A
Critical Lane Group	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.21	1.80	0.00	1.73	2.05	0.00	0.00	2.38	0.00
50th-Percentile Queue Length [ft/ln]	80.26	44.91	0.00	43.24	51.18	0.00	0.00	59.38	0.00
95th-Percentile Queue Length [veh/ln]	5.78	3.23	0.00	3.11	3.68	0.00	0.00	4.28	0.00
95th-Percentile Queue Length [ft/ln]	144.47	80.83	0.00	77.84	92.12	0.00	0.00	106.88	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.05	27.05	27.05	33.08	0.00	0.00	16.30	8.27	0.00	0.00	8.87	0.00
Movement LOS	C	C	C	C		A	B	A	A	A	A	A
Critical Movement	No	No	No	Yes		No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	27.05			33.08			9.77			8.87		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	13.50											
Intersection LOS	B											
Intersection V/C	0.399											

Option 1: Copy of Orange Ave/Indian Ave

Number	20					
Intersection	Orange Ave/Indian Ave					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Base Volume Input [veh/h]	138	82	1	172	180	106
Total Analysis Volume [veh/h]	333	0	9	402	418	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	33	0	0	19	19	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	37	0	0	23	23	0
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	0	10	10	0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.22	0.22	0.65	0.65	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.18	0.00	0.01	0.11	0.12	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	1810	1615	984	3618	3618	1615

s, saturation flow rate [veh/h]	1810	1615	984	3618	3618	1615
c, Capacity [veh/h]	401	358	662	2333	2333	1041
X, volume / capacity	0.83	0.00	0.01	0.17	0.18	0.00
d, Delay for Lane Group [s/veh]	26.73	0.00	6.13	4.42	4.45	0.00
Lane Group LOS	C	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.53	0.00	0.05	0.68	0.61	0.00
50th-Percentile Queue Length [ft/ln]	113.14	0.00	1.16	17.11	15.20	0.00
95th-Percentile Queue Length [veh/ln]	8.01	0.00	0.08	1.23	1.09	0.00
95th-Percentile Queue Length [ft/ln]	200.36	0.00	2.09	30.80	27.36	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.73	0.00	6.13	4.42	4.45	0.00
Movement LOS	C	A	A	A	A	A
Critical Movement	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.73		4.45		4.45	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	10.83					
Intersection LOS	B					
Intersection V/C	0.300					

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	90	2	169	119	187	76
Total Analysis Volume [veh/h]	286	0	462	236	497	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	30	0	10	30	22	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	14	0	37	51	9	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		Yes	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.24	0.24	0.48	0.48	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.17	0.12	0.27	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	2618	1615	2706	1900	1810	1615

s, saturation flow rate [veh/h]	3618	1615	2706	1900	1810	1615
c, Capacity [veh/h]	850	380	1499	905	596	532
X, volume / capacity	0.34	0.00	0.31	0.26	0.83	0.00
d, Delay for Lane Group [s/veh]	13.32	0.00	6.72	6.60	15.93	0.00
Lane Group LOS	B	A	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.83	0.00	0.66	0.69	3.79	0.00
50th-Percentile Queue Length [ft/ln]	20.71	0.00	16.58	17.14	94.82	0.00
95th-Percentile Queue Length [veh/ln]	1.49	0.00	1.19	1.23	6.83	0.00
95th-Percentile Queue Length [ft/ln]	37.27	0.00	29.84	30.85	170.67	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.32	0.00	6.72	6.60	15.93	0.00
Movement LOS	B	A	A	A	B	A
Critical Movement	No	No	No	No	Yes	No
d_A, Approach Delay [s/veh]	13.32		6.68		15.93	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	11.06					
Intersection LOS	B					
Intersection V/C	0.448					

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	36	105	148	41	53	58	45	554	14	158	543	40
Total Analysis Volume [veh/h]	57	145	159	67	74	78	83	972	19	261	1057	55

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	13	26	0	15	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	27	0	15	32	0	10	28	0	20	38	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

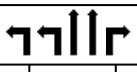
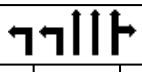
g / C, Green / Cycle	0.04	0.33	0.05	0.34	0.34	0.06	0.28	0.28	0.16	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.04	0.04	0.05	0.05	0.27	0.01	0.14	0.29	0.03
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
c, saturation flow rate [veh/h]	1810	1729	1810	1900	1615	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	1739	1810	1900	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	78	573	91	640	544	107	1008	450	297	1387	619
X, volume / capacity	0.73	0.53	0.74	0.12	0.14	0.78	0.96	0.04	0.88	0.76	0.09
d, Delay for Lane Group [s/veh]	55.02	28.01	53.21	20.97	21.36	53.00	39.26	23.74	55.27	25.06	17.77
Lane Group LOS	E	C	D	C	C	D	D	C	E	C	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.52	5.75	1.75	1.14	1.23	2.03	10.31	0.27	6.68	8.66	0.66
50th-Percentile Queue Length [ft/ln]	38.03	143.75	43.69	28.46	30.65	50.79	257.77	6.84	166.90	216.54	16.45
95th-Percentile Queue Length [veh/ln]	2.74	9.68	3.15	2.05	2.21	3.66	15.58	0.49	10.91	13.49	1.18
95th-Percentile Queue Length [ft/ln]	68.46	242.06	78.64	51.23	55.16	91.41	389.43	12.32	272.83	337.21	29.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.02	28.01	28.01	53.21	20.97	21.36	53.00	39.26	23.74	55.27	25.06	17.77
Movement LOS	E	C	C	D	C	C	D	D	C	E	C	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	32.27			30.97			40.05			30.51		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	34.14											
Intersection LOS	C											
Intersection V/C	0.625											

Option 1: City's Comment of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	134	475	120	226	549	220	288	554	165	207	451	181
Total Analysis Volume [veh/h]	213	1125	117	326	1333	439	767	991	180	280	726	208

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups						2,3			1,8			
Maximum Green [s]	12	35	10	12	35	18	18	47	12	10	39	12
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	19	35	15	16	32	26	26	54	19	15	43	16
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

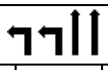
g / C, Green / Cycle	0.13	0.37	0.37	0.10	0.34	0.56	0.18	0.31	0.46	0.09	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.12	0.23	0.23	0.09	0.26	0.27	0.22	0.27	0.11	0.08	0.18	0.18
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1810	3514	5176	1615	3514	3618	1615	3514	3618	1602

s, saturation flow rate [veh/h]	1810	3618	1810	3514	5176	1615	3514	3618	1615	3514	3618	1692
c, Capacity [veh/h]	226	1333	667	351	1778	905	644	1109	751	322	777	363
X, volume / capacity	0.94	0.62	0.62	0.93	0.75	0.49	1.19	0.89	0.24	0.87	0.82	0.82
d, Delay for Lane Group [s/veh]	90.43	33.21	35.34	64.26	37.79	17.80	139.50	42.53	19.84	60.95	47.07	50.04
Lane Group LOS	F	C	D	E	D	B	F	D	B	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.59	9.78	10.18	5.27	11.44	7.15	17.52	13.93	3.04	4.42	9.05	8.79
50th-Percentile Queue Length [ft/ln]	214.77	244.61	254.60	131.78	286.10	178.79	437.96	348.35	76.11	110.46	226.16	219.74
95th-Percentile Queue Length [veh/ln]	13.40	14.91	15.42	9.04	16.99	11.54	26.53	20.06	5.48	7.87	13.98	13.65
95th-Percentile Queue Length [ft/ln]	334.94	372.86	385.45	225.91	424.80	288.43	663.14	501.40	137.00	196.64	349.48	341.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	90.43	33.77	35.34	64.26	37.79	17.80	139.50	42.53	19.84	60.95	47.44	50.04
Movement LOS	F	C	D	E	D	B	F	D	B	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	42.19			37.72			78.80			51.00		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	52.97											
Intersection LOS	D											
Intersection V/C	0.770											

Option 2: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	487	1	83	0	272	77	486	335	0
Total Analysis Volume [veh/h]	0	0	0	956	1	136	0	561	186	1258	527	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	16	0	0	9	0	0	23	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	20	0	0	13	0	0	27	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	0	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.26	0.26	0.26	0.16	0.16	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.20	0.21	0.36	0.15
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	1900	1747	2514	2618

s, saturation flow rate [veh/h]		1810	1810	1615	1900	1747	3514	3618
c, Capacity [veh/h]		475	475	424	308	283	1325	1364
X, volume / capacity		1.01	1.01	0.32	1.21	1.32	0.95	0.39
d, Delay for Lane Group [s/veh]		65.85	65.83	20.12	148.07	192.67	23.02	14.03
Lane Group LOS		F	F	C	F	F	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		11.61	11.61	1.60	14.45	16.78	7.92	2.26
50th-Percentile Queue Length [ft/ln]		290.27	290.21	39.89	361.20	419.58	197.89	56.50
95th-Percentile Queue Length [veh/ln]		17.28	17.28	2.87	22.55	26.45	12.53	4.07
95th-Percentile Queue Length [ft/ln]		432.02	431.91	71.80	563.78	661.35	313.25	101.71

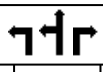
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	65.84	65.83	20.12	0.00	162.98	192.67	23.02	14.03	0.00
Movement LOS				F	E	C		F	F	C	B	
Critical Movement				No	No	No		No	Yes	No	No	
d_A, Approach Delay [s/veh]	0.00			60.15			170.37			20.37		
Approach LOS	A			E			F			C		
d_I, Intersection Delay [s/veh]	63.28											
Intersection LOS	E											
Intersection V/C	0.836											

Option 1: MIT of Redlands Ave/Mildred St

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	38	410	9	32	381	24	31	16	43	5	13	24
Total Analysis Volume [veh/h]	59	654	14	50	628	54	68	26	97	8	21	38
Intersection Settings												
Lanes												
Capacity per Entry Lane [veh/h]	508	548	550	541	547	614	500			484		
Movement, Approach, & Intersection Results												
Average Lane Delay [s/veh]	10.71	19.03	18.86	19.84	19.37	9.13	14.60			11.62		
95th-Percentile Queue Length [veh]	0.39	4.07	4.04	4.30	4.20	0.29	1.78			0.48		
95th-Percentile Queue Length [ft]	9.79	101.86	100.96	107.41	105.02	7.20	44.40			11.93		
Approach Delay [s/veh]	18.28			18.83			14.60			11.62		
Approach LOS	C			C			B			B		
Intersection Delay [s/veh]	17.85											
Intersection LOS	C											

Option 1: MIT of Perris Blvd/4th St

Number	36											
Intersection	Perris Blvd/4th St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			4thSt			4thSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	52	266	49	92	354	167	236	690	36	73	460	49
Total Analysis Volume [veh/h]	75	839	53	303	944	223	396	982	39	98	621	107

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	10	48	0	19	35	0	6	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	18	40	0	19	41	0	25	40	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		Yes	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.12	0.34	0.34	0.50	0.50	0.35	0.19	0.33	0.33	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.12	0.24	0.24	0.30	0.57	0.14	0.22	0.27	0.27	0.05	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	693	1900	1861	977	1660	1615	1810	1900	1875	1810	1900	1804

s, saturation flow rate [veh/h]	603	1900	1861	977	1660	1615	1810	1900	1875	1810	1900	1804
c, Capacity [veh/h]	65	638	625	455	850	558	345	622	614	115	380	361
X, volume / capacity	1.15	0.71	0.71	0.65	1.12	0.40	1.15	0.83	0.83	0.85	0.98	0.98
d, Delay for Lane Group [s/veh]	190.72	38.29	38.42	27.84	98.22	29.49	138.83	42.26	42.55	80.21	82.01	83.42
Lane Group LOS	F	D	D	C	F	C	F	D	D	F	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.32	11.02	10.82	5.02	34.40	4.58	18.28	13.68	13.58	3.58	13.94	13.39
50th-Percentile Queue Length [ft/ln]	107.93	275.56	270.41	125.45	859.94	114.60	456.99	341.88	339.55	89.43	348.55	334.77
95th-Percentile Queue Length [veh/ln]	7.77	16.47	16.21	8.69	47.96	8.10	27.11	19.74	19.63	6.44	20.07	19.39
95th-Percentile Queue Length [ft/ln]	194.28	411.68	405.25	217.29	1199.11	202.38	677.64	493.50	490.65	160.97	501.63	484.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	190.72	38.35	38.42	27.84	98.22	29.49	138.83	42.40	42.55	80.21	82.58	83.42
Movement LOS	F	D	D	C	F	C	F	D	D	F	F	F
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	50.17			73.66			69.35			82.41		
Approach LOS	D			E			E			F		
d_I, Intersection Delay [s/veh]	69.04											
Intersection LOS	E											
Intersection V/C	0.966											

Option 1: Copy of Barrett Ave/I-215 Frontage Road

Number	39						
Intersection	Barrett Ave/I-215 Frontage Road						
Control Type	All-way stop						
Analysis Method	HCM 7th Edition						
Name							
Approach	Northbound		Southbound			Westbound	
Lane Configuration							
Turning Movement	Thru	Right	Left	Thru		Left	Right
Base Volume Input [veh/h]	5	106	83	201		54	62
Total Analysis Volume [veh/h]	58	170	283	412		158	131
Intersection Settings							
Lanes							
Capacity per Entry Lane [veh/h]	511	569	541	584	584	488	580
Movement, Approach, & Intersection Results							
Average Lane Delay [s/veh]	10.64	11.71	16.47	12.18	12.18	13.58	10.70
95th-Percentile Queue Length [veh]	0.38	1.25	3.02	1.58	1.58	1.39	0.86
95th-Percentile Queue Length [ft]	9.53	31.21	75.47	39.51	39.51	34.77	21.53
Approach Delay [s/veh]	11.44		13.92			12.27	
Approach LOS	B		B			B	
Intersection Delay [s/veh]	13.06						
Intersection LOS	B						

Option 1: Copy of Commercial Driveway 9/Orange Ave

Number	46											
Intersection	Commercial Driveway 9/Orange Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	170	0	26	77	490	0	0	394	33
Total Analysis Volume [veh/h]	13	0	0	216	0	0	124	968	0	151	696	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	15	0	0	15	0	21	12	0	21	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	19	0	0	19	0	25	16	0	25	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.17	0.17	0.09	0.52	0.52	0.11	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.01	0.14	0.07	0.25	0.25	0.08	0.18	0.18
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
s, saturation flow rate [veh/h]	1805	1521	1810	1900	1900	1810	1900	1900

s, saturation flow rate [veh/h]	1805	1521	1810	1900	1900	1810	1900	1900
c, Capacity [veh/h]	424	376	166	991	991	199	1026	1026
X, volume / capacity	0.03	0.57	0.75	0.49	0.49	0.76	0.34	0.34
d, Delay for Lane Group [s/veh]	20.92	25.33	33.15	10.94	10.94	31.76	8.68	8.68
Lane Group LOS	C	C	C	B	B	C	A	A
Critical Lane Group	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.15	2.90	1.84	3.32	3.32	2.18	2.00	2.00
50th-Percentile Queue Length [ft/ln]	3.68	72.43	46.12	83.12	83.12	54.51	49.88	49.88
95th-Percentile Queue Length [veh/ln]	0.27	5.21	3.32	5.98	5.98	3.93	3.59	3.59
95th-Percentile Queue Length [ft/ln]	6.63	130.37	83.02	149.62	149.62	98.13	89.79	89.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.92	20.92	20.92	25.33	25.33	25.33	33.15	10.94	10.94	31.76	8.68	8.68
Movement LOS	C	C	C	C	C	C	C	B	B	C	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	20.92			25.33			13.46			12.79		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	14.43											
Intersection LOS	B											
Intersection V/C	0.480											

Option 1: Copy of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	1192	1825	403	274	2268	300	50	415	116	452	1336	175
Total Analysis Volume [veh/h]	1196	1837	311	274	2299	225	50	415	97	472	1336	131

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	0	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	41	50	0	21	30	0	10	39	0	10	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.31	0.38	0.38	0.14	0.22	0.22	0.37	0.29	0.29	0.37	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.66	0.35	0.19	0.15	0.46	0.48	0.09	0.14	0.14	0.44	0.39	0.40
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1817	563	1900	1778	1964	1900	1842

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1817	563	1900	1778	1064	1900	1842
c, Capacity [veh/h]	558	1992	622	256	789	396	189	551	516	382	582	564
X, volume / capacity	2.14	0.92	0.50	1.07	2.10	2.18	0.27	0.48	0.48	1.24	1.26	1.30
d, Delay for Lane Group [s/veh]	562.10	43.80	30.98	125.18	547.04	587.24	33.73	35.73	35.86	178.00	172.71	189.57
Lane Group LOS	F	D	C	F	F	F	C	D	D	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	96.41	17.69	7.03	12.73	66.19	70.91	1.07	6.23	5.91	21.81	37.55	39.05
50th-Percentile Queue Length [ft/ln]	2410.16	442.18	175.68	318.18	1654.85	1772.64	26.70	155.68	147.82	545.24	938.81	976.13
95th-Percentile Queue Length [veh/ln]	152.20	24.58	11.37	19.16	103.59	110.95	1.92	10.32	9.90	33.47	54.60	57.37
95th-Percentile Queue Length [ft/ln]	3805.00	614.61	284.37	478.95	2589.69	2773.83	48.06	258.00	247.51	836.64	1364.97	1434.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	562.10	43.80	30.98	125.18	558.23	587.24	33.73	35.78	35.86	178.00	180.31	189.57
Movement LOS	F	D	C	F	F	F	C	D	D	F	F	F
Critical Movement	No	No	No	No	No	Yes	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	227.98			518.16			35.61			180.37		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	298.73											
Intersection LOS	F											
Intersection V/C	1.554											

Option 1: Copy of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	114	2201	215	160	2612	32	1188	879	978	310	199	272
Total Analysis Volume [veh/h]	122	2229	168	160	2675	24	1188	879	747	323	199	204

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	5	29	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	41	0	11	42	0	35	55	0	13	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

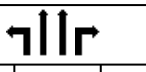
g / C, Green / Cycle	0.05	0.31	0.31	0.06	0.32	0.32	0.53	0.43	0.43	0.53	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.84	0.46	0.46	0.56	0.10	0.13
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1801	1416	1900	1615	573	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1891	1416	1900	1615	572	1900	1615
c, Capacity [veh/h]	90	1115	565	106	1146	599	757	808	686	260	459	390
X, volume / capacity	1.35	1.42	1.44	1.52	1.54	1.55	1.57	1.09	1.09	1.24	0.43	0.52
d, Delay for Lane Group [s/veh]	229.53	234.57	251.11	320.02	290.59	297.31	293.90	93.01	95.35	183.46	39.19	40.58
Lane Group LOS	F	F	F	F	F	F	F	F	F	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.01	45.63	48.84	10.85	55.82	59.48	71.12	35.35	30.50	13.62	4.96	5.24
50th-Percentile Queue Length [ft/ln]	175.31	1140.65	1221.11	271.14	1395.40	1487.07	1778.06	883.82	762.43	340.61	123.98	131.01
95th-Percentile Queue Length [veh/ln]	12.24	68.53	73.48	18.09	85.19	90.50	111.50	48.03	42.07	22.55	8.61	8.99
95th-Percentile Queue Length [ft/ln]	306.00	1713.37	1836.91	452.32	2129.87	2262.53	2787.48	1200.68	1051.74	563.81	215.29	224.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	229.53	239.38	251.11	320.02	292.86	297.31	293.90	93.01	95.35	183.46	39.19	40.58
Movement LOS	F	F	F	F	F	F	F	F	F	F	D	D
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	239.69			294.42			178.44			103.76		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	226.84											
Intersection LOS	F											
Intersection V/C	1.121											

Option 1: Copy of Perris Blvd/Harley Knox Rd

Number	3											
Intersection	Perris Blvd/Harley Knox Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	181	2251	0	137	2070	366	305	153	74	0	276	336
Total Analysis Volume [veh/h]	185	2295	3	137	2164	274	305	153	65	13	276	252

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	5
Auxiliary Signal Groups												4,5
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	5
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	21	52	0	9	40	9
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	5
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.56	0.56	0.05	0.55	0.55	0.15	0.23	0.23	0.01	0.09	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.44	0.00	0.04	0.42	0.17	0.17	0.04	0.04	0.00	0.05	0.16
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	5170	1615	3514	5170	1615	1810	3618	1615	3514	5170	1615

s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	192	2912	909	160	2865	894	280	837	374	53	475	280
X, volume / capacity	0.97	0.79	0.00	0.86	0.76	0.31	1.09	0.18	0.17	0.25	0.58	0.90
d, Delay for Lane Group [s/veh]	74.76	21.14	10.54	64.45	20.74	14.09	125.67	34.03	34.08	55.95	49.04	54.57
Lane Group LOS	E	C	B	E	C	B	F	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	14.05	0.03	2.10	12.98	3.54	13.52	1.60	1.37	0.19	2.40	7.26
50th-Percentile Queue Length [ft/ln]	77.03	351.27	0.78	52.45	324.41	88.50	337.90	40.11	34.32	4.77	60.03	181.58
95th-Percentile Queue Length [veh/ln]	5.55	20.20	0.06	3.78	18.88	6.37	20.36	2.89	2.47	0.34	4.32	11.68
95th-Percentile Queue Length [ft/ln]	138.66	504.96	1.40	94.41	472.11	159.30	509.07	72.19	61.77	8.58	108.06	292.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.76	21.14	10.54	64.45	20.74	14.09	125.67	34.03	34.08	55.95	49.04	54.57
Movement LOS	E	C	B	E	C	B	F	C	C	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	25.12			22.36			87.48			51.78		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	31.64											
Intersection LOS	C											
Intersection V/C	0.779											

Option 2: Copy of Perris Blvd/Markham St

Number	4											
Intersection	Perris Blvd/Markham St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	862	2475	56	45	2097	797	136	36	253	16	97	9
Total Analysis Volume [veh/h]	866	2526	45	45	2217	598	136	36	199	29	97	7

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	31	55	0	10	34	0	12	35	0	10	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

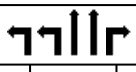
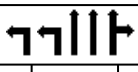
g / C, Green / Cycle	0.72	0.65	0.65	0.72	0.44	0.44	0.07	0.14	0.14	0.03	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	1.20	0.70	0.03	0.18	0.51	0.56	0.08	0.02	0.12	0.02	0.03	0.03
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	724	3618	1615	247	3618	1712	1810	1900	1615	1810	1900	1856

s, saturation flow rate [veh/h]	724	3618	1615	247	3618	1713	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	578	2350	1049	196	1586	751	132	273	232	49	186	182
X, volume / capacity	1.50	1.07	0.04	0.23	1.17	1.28	1.03	0.13	0.86	0.60	0.28	0.29
d, Delay for Lane Group [s/veh]	272.65	61.62	7.02	31.60	113.36	168.69	127.00	41.32	54.82	63.98	46.83	46.89
Lane Group LOS	F	F	A	C	F	F	F	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	41.72	37.73	0.35	0.38	37.35	46.90	6.36	0.86	5.80	0.93	1.35	1.35
50th-Percentile Queue Length [ft/ln]	1043.02	943.30	8.81	9.44	933.70	1172.43	158.95	21.56	145.08	23.36	33.85	33.69
95th-Percentile Queue Length [veh/ln]	68.30	50.88	0.63	0.68	52.84	68.59	10.61	1.55	9.75	1.68	2.44	2.43
95th-Percentile Queue Length [ft/ln]	1707.41	1271.88	15.85	16.99	1320.89	1714.68	265.25	38.81	243.85	42.05	60.92	60.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	272.65	61.62	7.02	31.60	122.49	168.69	127.00	41.32	54.82	63.98	46.85	46.89
Movement LOS	F	F	A	C	F	F	F	D	D	E	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	114.08			130.72			79.97			50.59		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	117.98											
Intersection LOS	F											
Intersection V/C	0.962											

Option 1: Copy of Perris Blvd/Ramona Expy

Number	5											
Intersection	Perris Blvd/Ramona Expy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	320	1646	127	190	1283	822	759	828	84	116	1365	176
Total Analysis Volume [veh/h]	320	1705	104	190	1428	616	759	836	63	139	1383	132

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	5	38	0	6	39	8	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	14	47	0	11	44	26	26	51	0	11	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.08	0.36	0.36	0.06	0.33	0.55	0.18	0.39	0.39	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.26	0.26	0.05	0.39	0.38	0.22	0.16	0.04	0.04	0.28	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	5170	1839	3514	3618	1615	3514	5170	1615	3514	3618	1816

s, saturation flow rate [veh/h]	3514	5176	1829	3514	3618	1615	3514	5176	1615	3514	3618	1816
c, Capacity [veh/h]	293	1855	655	205	1206	888	644	2040	637	196	965	484
X, volume / capacity	1.09	0.72	0.72	0.93	1.18	0.69	1.18	0.41	0.10	0.71	1.05	1.05
d, Delay for Lane Group [s/veh]	108.86	35.76	40.04	72.38	131.58	24.08	134.01	26.40	22.99	60.33	71.29	96.95
Lane Group LOS	F	D	D	E	F	C	F	C	C	E	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.50	11.13	12.58	3.25	32.21	12.48	16.76	5.40	1.07	2.11	17.09	20.61
50th-Percentile Queue Length [ft/ln]	162.55	278.17	314.50	81.34	805.29	312.08	418.95	134.91	26.78	52.85	427.26	515.37
95th-Percentile Queue Length [veh/ln]	11.01	16.60	18.40	5.86	46.19	18.28	25.41	9.21	1.93	3.80	24.52	28.85
95th-Percentile Queue Length [ft/ln]	275.28	414.94	459.92	146.42	1154.67	456.94	635.25	230.15	48.21	95.12	612.89	721.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	108.86	36.69	40.04	72.38	131.58	24.08	134.01	26.40	22.99	60.33	78.24	96.95
Movement LOS	F	D	D	E	F	C	F	C	C	E	E	F
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	47.70			96.90			75.53			78.23		
Approach LOS	D			F			E			E		
d_I, Intersection Delay [s/veh]	74.61											
Intersection LOS	E											
Intersection V/C	0.981											

Option 1: Copy of Placentia Ave/Redlands Ave

Number	10											
Intersection	Placentia Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	137	485	1161	807	280	81	147	477	72	368	274	825
Total Analysis Volume [veh/h]	137	489	0	807	285	0	161	496	0	368	330	0

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	60	0	0	60	0	0	52	0	0	52	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	64	0	0	64	0	0	56	0	0	56	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

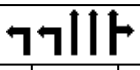
g / C, Green / Cycle	0.50	0.50	0.50	0.50	0.50	0.50	0.43	0.43	0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.12	0.13	0.13	0.45	0.15	0.00	0.15	0.14	0.00	0.40	0.06	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1112	1900	1900	1700	1900	1615	1067	3618	1615	916	3618	1900

s, saturation flow rate [veh/h]	1712	1900	1900	1790	1900	1615	1067	3618	1615	916	3618	1900
c, Capacity [veh/h]	499	950	950	793	950	808	466	1568	700	360	1568	823
X, volume / capacity	0.27	0.26	0.26	1.02	0.30	0.00	0.35	0.32	0.00	1.02	0.14	0.14
d, Delay for Lane Group [s/veh]	26.40	17.87	17.87	73.78	18.46	0.00	27.54	22.44	0.00	92.96	20.53	20.57
Lane Group LOS	C	B	B	F	B	A	C	C	A	F	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	3.85	3.85	15.49	4.61	0.00	3.34	4.49	0.00	15.72	1.80	1.90
50th-Percentile Queue Length [ft/ln]	69.55	96.23	96.23	387.29	115.17	0.00	83.45	112.36	0.00	392.90	44.95	47.42
95th-Percentile Queue Length [veh/ln]	5.01	6.93	6.93	22.24	8.13	0.00	6.01	7.97	0.00	22.58	3.24	3.41
95th-Percentile Queue Length [ft/ln]	125.19	173.22	173.22	555.94	203.16	0.00	150.21	199.28	0.00	564.56	80.91	85.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.40	17.87	17.87	73.78	18.46	0.00	27.54	22.44	0.00	92.96	20.54	20.57
Movement LOS	C	B	B	F	B	A	C	C	A	F	C	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	19.74			59.34			23.69			58.73		
Approach LOS	B			E			C			E		
d_I, Intersection Delay [s/veh]	43.51											
Intersection LOS	D											
Intersection V/C	0.853											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	160	1521	22	37	1099	142	447	306	103	30	410	118
Total Analysis Volume [veh/h]	173	1568	19	37	1155	230	494	335	88	35	511	88

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	0	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.07	0.44	0.44	0.03	0.41	0.41	0.25	0.35	0.35	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.29	0.29	0.02	0.26	0.26	0.27	0.09	0.05	0.02	0.10	0.05
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	3618	1888	1810	3618	1743	1810	3618	1615	1810	5176	1615

s, saturation flow rate [veh/h]	3514	3618	1888	1810	3618	1743	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	238	1599	834	56	1466	706	461	1267	566	57	658	205
X, volume / capacity	0.73	0.65	0.65	0.66	0.64	0.64	1.07	0.26	0.16	0.61	0.78	0.43
d, Delay for Lane Group [s/veh]	54.54	26.15	28.02	65.31	28.37	30.61	103.70	25.71	24.69	62.73	48.49	45.72
Lane Group LOS	D	C	C	E	C	C	F	C	C	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.41	10.34	11.23	1.18	9.63	9.72	20.03	3.06	1.56	1.10	4.53	2.25
50th-Percentile Queue Length [ft/ln]	60.20	258.38	280.65	29.48	240.86	243.07	500.86	76.62	38.89	27.47	113.32	56.31
95th-Percentile Queue Length [veh/ln]	4.33	15.61	16.72	2.12	14.72	14.84	28.54	5.52	2.80	1.98	8.02	4.05
95th-Percentile Queue Length [ft/ln]	108.36	390.19	418.02	53.06	368.12	370.91	713.46	137.92	69.99	49.45	200.61	101.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.54	26.78	28.02	65.31	28.80	30.61	103.70	25.71	24.69	62.73	48.49	45.72
Movement LOS	D	C	C	E	C	C	F	C	C	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	29.52			30.04			67.63			48.89		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	39.65											
Intersection LOS	D											
Intersection V/C	0.680											

Option 1: Copy of Placentia Ave/Barrett Ave

Number	12											
Intersection	Placentia Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	65	30	131	12	12	12	89	1431	86	190	999	17
Total Analysis Volume [veh/h]	152	30	0	12	12	0	89	1446	0	456	1012	0

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	46	27	0	31	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	50	31	0	35	16	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.32	0.32	0.06	0.29	0.29	0.27	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.12	0.01	0.05	0.26	0.26	0.25	0.18	0.18
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1578	1665	1810	3618	1900	1810	3618	1900

s, saturation flow rate [veh/h]	1578	1665	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	570	586	118	1047	550	490	1791	941
X, volume / capacity	0.32	0.04	0.75	0.91	0.91	0.93	0.37	0.37
d, Delay for Lane Group [s/veh]	27.30	23.58	55.18	37.52	49.85	54.60	15.74	15.85
Lane Group LOS	C	C	E	D	D	D	B	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.50	0.41	2.42	11.02	13.45	12.91	4.37	4.62
50th-Percentile Queue Length [ft/ln]	87.48	10.13	60.57	275.40	336.36	322.71	109.18	115.44
95th-Percentile Queue Length [veh/ln]	6.30	0.73	4.36	16.46	19.47	18.80	7.79	8.14
95th-Percentile Queue Length [ft/ln]	157.47	18.23	109.03	411.48	486.75	470.01	194.87	203.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.30	27.30	27.30	23.58	23.58	23.58	55.18	41.77	49.85	54.60	15.78	15.85
Movement LOS	C	C	C	C	C	C	E	D	D	D	B	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	27.30			23.58			42.54			27.84		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	34.81											
Intersection LOS	C											
Intersection V/C	0.629											

Option 1: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	177	226	17	10	40	106	453	1837	176	6	1492	17
Total Analysis Volume [veh/h]	435	226	13	10	40	79	453	2053	872	6	1611	13

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	39	0	0	39	0	44	63	0	0	15	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	34	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	43	0	0	43	0	48	67	0	0	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	0	10	0
Minimum Recall		No			No		No	No			No	
Maximum Recall		No			No		No	No			No	
Pedestrian Recall		No			No		No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

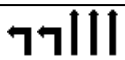
g / C, Green / Cycle	0.36	0.36	0.36	0.36	0.27	0.57	0.57	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.17	0.13	0.01	0.07	0.25	0.40	0.54	0.21	0.21	0.21
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	2511	1882	1150	1701	1810	5176	1615	1282	4710	1718

s, saturation flow rate [veh/h]	2511	1882	1159	1701	1810	5176	1615	1282	4710	1718
c, Capacity [veh/h]	792	669	348	605	491	2958	923	372	1243	453
X, volume / capacity	0.55	0.36	0.03	0.20	0.92	0.69	0.94	0.73	0.80	0.80
d, Delay for Lane Group [s/veh]	36.34	27.64	31.88	25.27	51.01	17.03	39.03	42.69	39.03	46.64
Lane Group LOS	D	C	C	C	D	B	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	5.14	4.75	0.21	2.21	12.95	10.88	22.42	6.77	8.10	9.82
50th-Percentile Queue Length [ft/ln]	128.44	118.84	5.36	55.37	323.78	271.98	560.58	169.20	202.39	245.62
95th-Percentile Queue Length [veh/ln]	8.85	8.33	0.39	3.99	18.85	16.29	30.19	11.03	12.76	14.97
95th-Percentile Queue Length [ft/ln]	221.37	208.24	9.64	99.67	471.32	407.22	754.73	275.86	319.05	374.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.34	27.64	27.64	31.88	25.27	25.27	51.01	17.03	39.03	42.69	41.29	46.64
Movement LOS	D	C	C	C	C	C	D	B	D	D	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	33.25			25.79			27.27			41.33		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.87											
Intersection LOS	C											
Intersection V/C	0.713											

Option 1: 2nd Submittal

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	287	40	1205	0	0	0	120	885	0	0	673	478
Total Analysis Volume [veh/h]	287	40	1240	0	0	0	120	1640	0	0	799	547

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	0	6	0	0	0	0	3	8	0	0	4	4
Auxiliary Signal Groups												4
Maximum Green [s]	0	10	0	0	0	0	5	62	0	0	53	53
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	7
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	21	46	0	0	25	25
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	10
Minimum Recall		No					No	No			No	No
Maximum Recall		No					No	No			No	No
Pedestrian Recall		No					No	No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.32	0.32	0.32		0.07	0.55	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.15		0.03	0.32	0.15	0.34
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900
Arrival type	3			3	3		3	
c, saturation flow rate [veh/h]	1810	1821	3500		3514	5176	5176	1615

s, saturation flow rate [veh/h]	1810	1831	8500		3514	5176	5176	1615
c, Capacity [veh/h]	568	575	2670		265	2860	2124	663
X, volume / capacity	0.29	0.28	0.46		0.45	0.57	0.38	0.83
d, Delay for Lane Group [s/veh]	16.79	16.73	17.10		27.77	8.98	12.44	18.44
Lane Group LOS	B	B	B		C	A	B	B
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.73	1.73	12.80		0.78	3.18	2.21	6.23
50th-Percentile Queue Length [ft/ln]	43.31	43.19	320.05		19.55	79.62	55.19	155.83
95th-Percentile Queue Length [veh/ln]	3.12	3.11	18.67		1.41	5.73	3.97	10.33
95th-Percentile Queue Length [ft/ln]	77.96	77.74	466.75		35.20	143.32	99.33	258.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.79	16.73	17.10	0.00	0.00	0.00	27.77	8.98	0.00	0.00	12.44	18.44
Movement LOS	B	B	B				C	A			B	B
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	17.03			0.00			10.26			14.88		
Approach LOS	B			A			B			B		
d_I, Intersection Delay [s/veh]	13.86											
Intersection LOS	B											
Intersection V/C	0.519											

Option 1: Copy of Orange Ave/Redlands Ave

Number	17											
Intersection	Orange Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	325	456	137	76	251	218	71	269	110	112	1514	197
Total Analysis Volume [veh/h]	419	456	103	76	251	167	75	285	105	112	1542	148

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	38	0	18	30	0	9	42	0	22	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

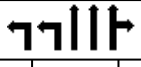
g / C, Green / Cycle	0.14	0.35	0.05	0.26	0.26	0.04	0.39	0.39	0.08	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.12	0.30	0.04	0.12	0.12	0.04	0.08	0.07	0.06	0.43	0.09
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
c, saturation flow rate [veh/h]	2514	1840	1810	1900	1654	1810	2618	1615	1810	2618	1615

s, saturation flow rate [veh/h]	3514	1840	1810	1900	1654	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	489	635	99	496	431	75	1408	629	140	1537	686
X, volume / capacity	0.86	0.88	0.77	0.44	0.46	0.99	0.20	0.17	0.80	1.00	0.22
d, Delay for Lane Group [s/veh]	54.92	52.95	67.62	39.95	40.73	132.71	24.37	24.07	64.36	45.87	21.99
Lane Group LOS	D	D	E	D	D	F	C	C	E	F	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.28	17.47	2.54	5.64	5.15	3.80	2.61	1.91	3.63	23.29	2.57
50th-Percentile Queue Length [ft/ln]	157.01	436.86	63.47	141.04	128.81	94.90	65.24	47.66	90.85	582.14	64.29
95th-Percentile Queue Length [veh/ln]	10.39	24.33	4.57	9.54	8.87	6.83	4.70	3.43	6.54	31.27	4.63
95th-Percentile Queue Length [ft/ln]	259.76	608.25	114.24	238.43	221.87	170.81	117.43	85.78	163.53	781.72	115.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.92	52.95	52.95	67.62	40.05	40.73	132.71	24.37	24.07	64.36	45.87	21.99
Movement LOS	D	D	D	E	D	D	F	C	C	E	F	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	53.79			44.52			41.78			45.06		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	46.86											
Intersection LOS	D											
Intersection V/C	0.813											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	144	1497	135	96	1234	27	35	318	169	437	807	444
Total Analysis Volume [veh/h]	295	1497	101	96	1259	58	100	368	188	463	908	333

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	7	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	5	26	5	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	24	47	24	9	32	0	12	30	0	24	42	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.18	0.39	0.58	0.04	0.26	0.26	0.07	0.26	0.26	0.15	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.16	0.29	0.06	0.03	0.24	0.24	0.06	0.10	0.12	0.13	0.33	0.35
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5176	1615	2514	3618	1857	1810	3618	1615	2514	1900	1732

s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1857	1810	3618	1615	3514	1900	1732
c, Capacity [veh/h]	323	2038	943	151	935	480	125	955	426	540	662	604
X, volume / capacity	0.91	0.73	0.11	0.63	0.93	0.93	0.80	0.39	0.44	0.86	0.96	1.01
d, Delay for Lane Group [s/veh]	69.62	30.83	10.39	56.10	56.68	66.89	68.59	33.42	34.43	49.46	58.43	72.89
Lane Group LOS	E	C	B	E	E	E	E	C	C	D	E	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.86	10.96	1.05	1.36	13.13	14.85	3.27	3.91	4.11	6.43	20.47	21.97
50th-Percentile Queue Length [ft/ln]	246.47	273.95	26.19	33.95	328.28	371.13	81.64	97.68	102.70	160.86	511.71	549.36
95th-Percentile Queue Length [veh/ln]	15.01	16.39	1.89	2.44	19.07	21.16	5.88	7.03	7.39	10.59	27.89	29.81
95th-Percentile Queue Length [ft/ln]	375.20	409.67	47.14	61.11	476.85	529.10	146.95	175.82	184.86	264.86	697.20	745.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.62	30.83	10.39	56.10	59.84	66.89	68.59	33.42	34.43	49.46	62.80	72.89
Movement LOS	E	C	B	E	E	E	E	C	C	D	E	E
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	35.79			59.87			39.07			61.15		
Approach LOS	D			E			D			E		
d_I, Intersection Delay [s/veh]	49.80											
Intersection LOS	D											
Intersection V/C	0.810											

Option 1: Copy of Orange Ave/Barrett Ave

Number	19											
Intersection	Orange Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	180	0	16	13	385	0	0	614	51
Total Analysis Volume [veh/h]	0	80	0	231	178	0	52	455	0	0	780	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	34	0	0	0	14	0	0	14	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	10	0	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	38	0	0	0	18	0	0	18	0
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	0	0	0	10	0	0	10	0
Minimum Recall		No		No				No			No	
Maximum Recall		No		No				No			No	
Pedestrian Recall		No		No				No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.11	0.16	0.16	0.56	0.56	0.56	0.56	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.04	0.13	0.00	0.07	0.13	0.00	0.00	0.41	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3		3			3		
s, saturation flow rate [veh/h]	1976	1810	1615	703	3618	1615	951	1900	1615

s, saturation flow rate [veh/h]	1976	1810	1615	703	3618	1615	951	1900	1615
c, Capacity [veh/h]	224	288	257	242	2012	898	527	1057	898
X, volume / capacity	0.36	0.80	0.00	0.22	0.23	0.00	0.00	0.74	0.00
d, Delay for Lane Group [s/veh]	29.65	33.50	0.00	26.38	8.15	0.00	0.00	16.33	0.00
Lane Group LOS	C	C	A	C	A	A	A	B	A
Critical Lane Group	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.26	3.98	0.00	0.81	1.38	0.00	0.00	8.03	0.00
50th-Percentile Queue Length [ft/ln]	31.44	99.56	0.00	20.27	34.61	0.00	0.00	200.65	0.00
95th-Percentile Queue Length [veh/ln]	2.26	7.17	0.00	1.46	2.49	0.00	0.00	12.67	0.00
95th-Percentile Queue Length [ft/ln]	56.59	179.21	0.00	36.49	62.31	0.00	0.00	316.81	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.65	29.65	29.65	33.50	0.00	0.00	26.38	8.15	0.00	0.00	16.33	0.00
Movement LOS	C	C	C	C		A	C	A	A	A	B	A
Critical Movement	No	No	No	Yes		No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	29.65			33.50			10.02			16.33		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	17.47											
Intersection LOS	B											
Intersection V/C	0.579											

Option 1: Copy of Orange Ave/Indian Ave

Number	20					
Intersection	Orange Ave/Indian Ave					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Base Volume Input [veh/h]	321	236	1	121	214	517
Total Analysis Volume [veh/h]	474	0	5	337	295	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	33	0	0	19	19	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	37	0	0	23	23	0
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	0	10	10	0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.30	0.30	0.57	0.57	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.26	0.00	0.00	0.09	0.08	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	1810	1615	1101	3618	3618	1615

s, saturation flow rate [veh/h]	1810	1615	1101	3618	3618	1615
c, Capacity [veh/h]	544	486	647	2047	2047	914
X, volume / capacity	0.87	0.00	0.01	0.16	0.14	0.00
d, Delay for Lane Group [s/veh]	24.35	0.00	8.22	6.41	6.30	0.00
Lane Group LOS	C	A	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.17	0.00	0.03	0.81	0.63	0.00
50th-Percentile Queue Length [ft/ln]	154.23	0.00	0.80	20.34	15.75	0.00
95th-Percentile Queue Length [veh/ln]	10.24	0.00	0.06	1.46	1.13	0.00
95th-Percentile Queue Length [ft/ln]	256.07	0.00	1.43	36.62	28.34	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.35	0.00	8.22	6.41	6.30	0.00
Movement LOS	C	A	A	A	A	A
Critical Movement	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	24.35		6.43		6.30	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	14.04					
Intersection LOS	B					
Intersection V/C	0.355					

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	310	7	158	85	316	175
Total Analysis Volume [veh/h]	399	0	837	199	357	0

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	43	57	5	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	19	0	29	48	62	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.25	0.25	0.33	0.67	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.11	0.00	0.24	0.10	0.10	0.10
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	3618	1615	3514	1900	1810	1810

s, saturation flow rate [veh/h]	3618	1615	3514	1900	1810	1810
c, Capacity [veh/h]	893	399	1155	1283	226	226
X, volume / capacity	0.45	0.00	0.72	0.16	0.79	0.79
d, Delay for Lane Group [s/veh]	13.11	0.00	12.73	2.41	25.72	25.72
Lane Group LOS	B	A	B	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.12	0.00	2.29	0.03	1.90	1.90
50th-Percentile Queue Length [ft/ln]	27.99	0.00	57.14	0.75	47.51	47.51
95th-Percentile Queue Length [veh/ln]	2.02	0.00	4.11	0.05	3.42	3.42
95th-Percentile Queue Length [ft/ln]	50.39	0.00	102.85	1.35	85.51	85.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.11	0.00	12.73	2.41	25.72	25.72
Movement LOS	B	A	B	A	C	C
Critical Movement	No	No	No	No	Yes	No
d_A, Approach Delay [s/veh]	13.11		10.75		25.72	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	14.26					
Intersection LOS	B					
Intersection V/C	0.447					

Option 1: Copy of Citrus Ave/Redlands Ave

Number	22											
Intersection	Citrus Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	284	378	24	77	294	296	453	128	317	52	210	89
Total Analysis Volume [veh/h]	304	467	0	77	324	0	453	144	0	52	241	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	44	0	0	44	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.37	0.37	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.28	0.12	0.12	0.08	0.09	0.09	0.39	0.08	0.04	0.13	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3		3		
c, saturation flow rate [veh/h]	1073	1900	1900	941	1900	1900	1157	1900	1264	1900	1615

s, saturation flow rate [veh/h]	1073	1900	1900	941	1900	1900	1157	1900	1264	1900	1615
c, Capacity [veh/h]	404	703	703	339	703	703	588	980	671	980	833
X, volume / capacity	0.75	0.33	0.33	0.23	0.23	0.23	0.77	0.15	0.08	0.25	0.00
d, Delay for Lane Group [s/veh]	37.48	17.11	17.11	22.94	15.96	15.96	23.91	8.95	11.12	9.53	0.00
Lane Group LOS	D	B	B	C	B	B	C	A	B	A	A
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	6.07	2.74	2.74	1.07	1.68	1.68	7.18	1.07	0.45	1.91	0.00
50th-Percentile Queue Length [ft/ln]	151.78	68.39	68.39	26.67	42.10	42.10	179.56	26.87	11.17	47.66	0.00
95th-Percentile Queue Length [veh/ln]	10.11	4.92	4.92	1.92	3.03	3.03	11.58	1.93	0.80	3.43	0.00
95th-Percentile Queue Length [ft/ln]	252.80	123.10	123.10	48.01	75.78	75.78	289.44	48.37	20.10	85.78	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.48	17.11	17.11	22.94	15.96	15.96	23.91	8.95	8.95	11.12	9.53	0.00
Movement LOS	D	B	B	C	B	B	C	A	A	B	A	A
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	25.14			17.30			20.30			9.81		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	20.04											
Intersection LOS	C											
Intersection V/C	0.675											

Option 1: Copy of Citrus Ave/Perris Blvd

Number	23											
Intersection	Citrus Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	50	1224	781	268	1302	18	28	7	34	442	12	280
Total Analysis Volume [veh/h]	50	1541	0	293	1541	0	28	7	0	442	12	0

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	57	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	57	0	0	47	0	0	14	0	0	39	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.57	0.57	0.50	0.50	0.50	0.06	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.28	0.28	0.44	0.28	0.28	0.02	0.24	0.01	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3		
c, saturation flow rate [veh/h]	1810	3618	1900	664	3618	1900	1827	1810	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1900	664	3618	1900	1827		1810	1900	1615
c, Capacity [veh/h]	65	2053	1078	267	1792	941	110		476	500	425
X, volume / capacity	0.77	0.49	0.49	1.10	0.56	0.56	0.32		0.93	0.02	0.00
d, Delay for Lane Group [s/veh]	69.55	15.11	15.87	126.55	20.73	21.89	51.17		47.91	30.07	0.00
Lane Group LOS	E	B	B	F	C	C	D		D	C	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes		Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.67	7.47	8.08	6.71	8.62	9.36	0.98		12.73	0.24	0.00
50th-Percentile Queue Length [ft/ln]	41.84	186.85	201.96	167.86	215.59	233.99	24.51		318.14	6.06	0.00
95th-Percentile Queue Length [veh/ln]	3.01	11.96	12.74	11.61	13.44	14.38	1.76		18.58	0.44	0.00
95th-Percentile Queue Length [ft/ln]	75.32	298.94	318.50	290.23	335.99	359.42	44.11		464.40	10.91	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.55	15.38	15.87	126.55	21.13	21.89	51.17	51.17	51.17	47.91	30.07	0.00
Movement LOS	E	B	B	F	C	C	D	D	D	D	C	A
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	17.08			37.97			51.17			47.44		
Approach LOS	B			D			D			D		
d_I, Intersection Delay [s/veh]	30.70											
Intersection LOS	C											
Intersection V/C	0.733											

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	141	161	339	203	193	384	189	790	76	368	1097	296
Total Analysis Volume [veh/h]	146	161	254	203	193	300	202	819	60	368	1191	222

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	19	30	0	21	32	0	18	19	0	40	41	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.26	0.13	0.29	0.29	0.13	0.24	0.24	0.22	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.16	0.04	0.20	0.33	0.14
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
c, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	5170	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	177	448	234	556	473	230	1242	387	405	1217	543
X, volume / capacity	0.82	0.93	0.87	0.35	0.63	0.88	0.66	0.15	0.91	0.98	0.41
d, Delay for Lane Group [s/veh]	59.12	67.09	64.30	32.32	40.13	71.70	38.35	33.18	53.78	44.13	28.58
Lane Group LOS	E	E	E	C	D	E	D	C	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.47	14.32	6.61	4.33	7.81	6.72	6.29	1.22	10.48	15.79	4.26
50th-Percentile Queue Length [ft/ln]	111.80	358.05	165.15	108.29	195.29	167.99	157.32	30.39	261.89	394.67	106.47
95th-Percentile Queue Length [veh/ln]	7.94	20.53	10.82	7.75	12.40	10.97	10.41	2.19	15.78	22.30	7.64
95th-Percentile Queue Length [ft/ln]	198.50	513.21	270.52	193.63	309.88	274.27	260.17	54.70	394.59	557.58	191.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.12	67.09	67.09	64.30	32.32	40.13	71.70	38.35	33.18	53.78	44.13	28.58
Movement LOS	E	E	E	E	C	D	E	D	C	D	D	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	65.02			45.01			44.30			44.18		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	47.19											
Intersection LOS	D											
Intersection V/C	0.795											

Option 1: Copy of Nuevo Rd/Redlands Ave

Number	25											
Intersection	Nuevo Rd/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	266	330	199	39	399	101	128	609	396	284	1391	157
Total Analysis Volume [veh/h]	291	340	149	69	408	76	128	626	299	284	1407	192

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	46	0	0	46	0	0	46	0	0	46	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	50	0	0	50	0	0	50	0	0	50	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.31	0.18	0.09	0.35	0.40	0.17	0.19	0.46	0.39	0.12
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	926	1900	1615	1578	333	3618	1615	614	3618	1615

s, saturation flow rate [veh/h]	926	1900	1615	1578	323	3618	1615	614	3618	1615
c, Capacity [veh/h]	221	874	743	767	104	1664	743	273	1664	743
X, volume / capacity	1.31	0.39	0.20	0.72	1.23	0.38	0.40	1.04	0.85	0.26
d, Delay for Lane Group [s/veh]	206.98	19.06	16.67	28.40	197.83	17.77	18.24	101.31	25.12	16.73
Lane Group LOS	F	B	B	C	F	B	B	F	C	B
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	15.73	5.05	2.00	11.19	6.87	4.45	4.35	11.49	13.72	2.58
50th-Percentile Queue Length [ft/ln]	393.22	126.30	50.06	279.66	171.71	111.17	108.80	287.30	342.92	64.47
95th-Percentile Queue Length [veh/ln]	26.07	8.74	3.60	16.67	12.36	7.90	7.77	17.50	19.79	4.64
95th-Percentile Queue Length [ft/ln]	651.72	218.46	90.10	416.79	309.07	197.62	194.33	437.59	494.77	116.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	206.98	19.06	16.67	28.40	28.40	28.40	197.83	17.77	18.24	101.31	25.12	16.73
Movement LOS	F	B	B	C	C	C	F	B	B	F	C	B
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	88.71			28.40			39.79			35.75		
Approach LOS	F			C			D			D		
d_I, Intersection Delay [s/veh]	45.47											
Intersection LOS	D											
Intersection V/C	0.813											

Option 1: Copy of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	281	1154	586	275	1035	342	413	806	143	496	946	401
Total Analysis Volume [veh/h]	383	1243	439	295	1137	344	600	806	107	496	946	331

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	29	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	44	0	15	33	0	18	39	0	22	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.18	0.36	0.36	0.09	0.27	0.27	0.12	0.27	0.27	0.15	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.21	0.24	0.27	0.08	0.22	0.21	0.11	0.24	0.25	0.14	0.18	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5170	1615	2514	5170	1615	5271	1900	1823	2514	5170	1615

s, saturation flow rate [veh/h]	1810	5176	1615	3514	5176	1615	5271	1900	1823	3514	5176	1615
c, Capacity [veh/h]	332	1850	577	322	1375	429	615	508	488	527	1557	486
X, volume / capacity	1.15	0.67	0.76	0.92	0.83	0.80	0.98	0.91	0.92	0.94	0.61	0.68
d, Delay for Lane Group [s/veh]	147.22	34.57	43.15	64.36	47.26	55.66	64.89	59.60	62.08	59.30	36.27	39.77
Lane Group LOS	F	C	D	E	D	E	E	E	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.66	10.06	12.21	4.76	10.88	10.86	6.58	15.33	15.23	7.86	7.77	8.71
50th-Percentile Queue Length [ft/ln]	466.53	251.46	305.29	119.07	272.07	271.60	164.47	383.14	380.72	196.60	194.24	217.83
95th-Percentile Queue Length [veh/ln]	27.66	15.26	17.94	8.34	16.29	16.27	10.79	21.75	21.63	12.46	12.34	13.55
95th-Percentile Queue Length [ft/ln]	691.52	381.49	448.57	208.55	407.32	406.74	269.64	543.65	540.72	311.57	308.52	338.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	147.22	34.57	43.15	64.36	47.26	55.66	64.89	60.65	62.08	59.30	36.27	39.77
Movement LOS	F	C	D	E	D	E	E	E	E	E	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	57.29			51.73			62.44			43.37		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	53.53											
Intersection LOS	D											
Intersection V/C	0.819											

Option 1: 2nd Submittal

Number	28
Intersection	Nuevo Rd/I-215 NB
Control Type	Signalized
Analysis Method	HCM 7th Edition

Name					NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	361	0	765	0	0	0	1014	1124	0	0	1147	673
Total Analysis Volume [veh/h]	361	0	695	0	0	0	1014	1149	0	0	1314	521

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	38	0	0	0	0	32	74	0	0	38	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	42	0	0	0	0	36	78	0	0	42	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.20	0.20		0.32	0.74	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.20	0.24		0.29	0.32	0.25	0.32
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900		1900	1900	1900	1900
Arrival type	3		3	3		3	
s, saturation flow rate [veh/h]	1810	2850		3514	3618	5170	1615

s, saturation flow rate [veh/h]	1810	2859		3514	3618	3176	1615
c, Capacity [veh/h]	360	568		1125	2657	1973	616
X, volume / capacity	1.00	1.22		0.90	0.43	0.67	0.85
d, Delay for Lane Group [s/veh]	96.47	163.64		41.96	6.31	31.18	37.47
Lane Group LOS	F	F		D	A	C	D
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.34	17.41		14.22	4.66	10.22	13.90
50th-Percentile Queue Length [ft/ln]	383.44	435.36		355.60	116.42	255.40	347.49
95th-Percentile Queue Length [veh/ln]	21.81	26.74		20.41	8.20	15.46	20.01
95th-Percentile Queue Length [ft/ln]	545.14	668.54		510.23	204.90	386.45	500.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	96.47	96.47	163.64	0.00	0.00	0.00	41.96	6.31	0.00	0.00	31.18	37.47
Movement LOS	F	F	F				D	A			C	D
Critical Movement	No	No	Yes				No	No			No	No
d_A, Approach Delay [s/veh]	140.68			0.00			23.02			32.97		
Approach LOS	F			A			C			C		
d_I, Intersection Delay [s/veh]	51.22											
Intersection LOS	D											
Intersection V/C	0.854											

Option 1: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	502	1	182	0	696	277	541	798	0
Total Analysis Volume [veh/h]	0	0	0	527	1	136	0	696	208	708	798	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	21	0	64	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.30	0.30	0.30	0.23	0.23	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate		0.15	0.15	0.08	0.17	0.18	0.20	0.15
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1604	3514	5170

s, saturation flow rate [veh/h]		1810	1810	1615	3618	1694	3514	5176
c, Capacity [veh/h]		536	536	478	833	390	961	1416
X, volume / capacity		0.49	0.49	0.28	0.72	0.77	0.74	0.56
d, Delay for Lane Group [s/veh]		20.62	20.62	17.72	22.54	24.90	20.94	19.07
Lane Group LOS		C	C	B	C	C	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		3.06	3.07	1.44	3.57	3.84	4.05	2.81
50th-Percentile Queue Length [ft/ln]		76.62	76.63	36.01	89.34	95.92	101.15	70.27
95th-Percentile Queue Length [veh/ln]		5.52	5.52	2.59	6.43	6.91	7.28	5.06
95th-Percentile Queue Length [ft/ln]		137.91	137.93	64.81	160.82	172.65	182.07	126.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	20.62	20.62	17.72	0.00	22.85	24.90	20.94	19.07	0.00
Movement LOS				C	C	B		C	C	C	B	
Critical Movement				No	No	No		No	Yes	No	No	
d_A, Approach Delay [s/veh]	0.00			20.03			23.32			19.95		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	20.96											
Intersection LOS	C											
Intersection V/C	0.525											

Option 1: MIT

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	99	692	14	41	882	63	89	33	86	19	78	53
Total Analysis Volume [veh/h]	99	717	14	41	885	72	99	33	91	19	78	53

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	430	459	461	466	470	480	437	426

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	13.54	34.80	34.41	27.45	26.86	25.49	19.54	15.96
95th-Percentile Queue Length [veh]	0.88	7.24	7.19	5.60	5.51	5.27	2.83	1.56
95th-Percentile Queue Length [ft]	21.93	181.05	179.65	140.05	137.65	131.85	70.80	38.95
Approach Delay [s/veh]	32.09			26.60			19.54	15.96
Approach LOS	D			D			C	C
Intersection Delay [s/veh]	27.23							
Intersection LOS	D							

Option 2: Copy of Perris Blvd/San Jacinto Ave

Number	32											
Intersection	Perris Blvd/San Jacinto Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	95	1536	13	458	1400	356	562	100	85	155	614	178
Total Analysis Volume [veh/h]	95	1722	10	462	1493	274	572	100	64	155	614	137

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	23	0	22	35	0	25	30	0	25	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.06	0.22	0.22	0.18	0.34	0.34	0.21	0.33	0.33	0.11	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.25	0.25	0.26	0.29	0.17	0.32	0.05	0.04	0.09	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1902	1810	5176	1615	1810	1900	1615	1810	1900	1792

s, saturation flow rate [veh/h]	1810	5176	1893	1810	5176	1615	1810	1900	1615	1810	1900	1782
c, Capacity [veh/h]	109	1153	422	326	1774	554	380	630	536	191	432	405
X, volume / capacity	0.88	1.10	1.10	1.42	0.84	0.49	1.51	0.16	0.12	0.81	0.90	0.90
d, Delay for Lane Group [s/veh]	80.15	96.99	112.42	246.46	35.38	29.15	280.20	23.69	23.36	51.77	53.20	54.07
Lane Group LOS	F	F	F	F	D	C	F	C	C	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.27	15.12	18.40	26.22	11.10	5.33	34.25	1.60	1.01	4.04	10.60	10.04
50th-Percentile Queue Length [ft/ln]	81.79	378.04	459.96	655.51	277.48	133.25	856.19	40.06	25.34	100.88	264.93	250.90
95th-Percentile Queue Length [veh/ln]	5.89	22.62	26.80	40.32	16.56	9.12	52.64	2.88	1.82	7.26	15.94	15.23
95th-Percentile Queue Length [ft/ln]	147.22	565.61	670.06	1008.04	414.08	227.90	1315.95	72.11	45.61	181.59	398.40	380.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.15	101.06	112.42	246.46	35.38	29.15	280.20	23.69	23.36	51.77	53.52	54.07
Movement LOS	F	F	F	F	D	C	F	C	C	D	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	100.04			78.36			223.01			53.30		
Approach LOS	F			E			F			D		
d_I, Intersection Delay [s/veh]	100.01											
Intersection LOS	F											
Intersection V/C	1.020											

Option 1: Copy of Barrett Ave/I-215 Frontage Road

Number	39						
Intersection	Barrett Ave/I-215 Frontage Road						
Control Type	All-way stop						
Analysis Method	HCM 7th Edition						
Name							
Approach	Northbound		Southbound			Westbound	
Lane Configuration							
Turning Movement	Thru	Right	Left	Thru		Left	Right
Base Volume Input [veh/h]	165	10	91	174		91	57
Total Analysis Volume [veh/h]	267	10	150	198		140	170
Intersection Settings							
Lanes							
Capacity per Entry Lane [veh/h]	565	636	532	575	575	525	636
Movement, Approach, & Intersection Results							
Average Lane Delay [s/veh]	14.65	8.45	12.11	10.27	10.27	12.02	10.42
95th-Percentile Queue Length [veh]	2.52	0.05	1.15	0.62	0.62	1.07	1.08
95th-Percentile Queue Length [ft]	62.95	1.20	28.79	15.46	15.46	26.65	26.90
Approach Delay [s/veh]	14.43		11.06			11.14	
Approach LOS	B		B			B	
Intersection Delay [s/veh]	12.09						
Intersection LOS	B						

Option 1: Copy of Commercial Driveway 9/Orange Ave

Number	46											
Intersection	Commercial Driveway 9/Orange Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	55	0	7	70	388	0	0	523	43
Total Analysis Volume [veh/h]	9	0	0	55	0	0	70	507	0	102	724	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	25	13	0	35	23	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	29	17	0	39	27	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.09	0.09	0.05	0.66	0.66	0.08	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.04	0.13	0.13	0.06	0.19	0.19
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
s, saturation flow rate [veh/h]	1659	1564	1810	1900	1900	1810	1900	1900

s, saturation flow rate [veh/h]	1659	1564	1810	1900	1900	1810	1900	1900
c, Capacity [veh/h]	259	250	100	1249	1249	139	1290	1290
X, volume / capacity	0.03	0.22	0.70	0.20	0.20	0.73	0.28	0.28
d, Delay for Lane Group [s/veh]	28.91	30.05	40.88	5.11	5.11	38.76	5.00	5.00
Lane Group LOS	C	C	D	A	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.14	0.87	1.31	1.03	1.03	1.83	1.38	1.38
50th-Percentile Queue Length [ft/ln]	3.43	21.65	32.84	25.64	25.64	45.87	34.52	34.52
95th-Percentile Queue Length [veh/ln]	0.25	1.56	2.36	1.85	1.85	3.30	2.49	2.49
95th-Percentile Queue Length [ft/ln]	6.17	38.97	59.11	46.15	46.15	82.56	62.14	62.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.91	28.91	28.91	30.05	30.05	30.05	40.88	5.11	5.11	38.76	5.00	5.00
Movement LOS	C	C	C	C	C	C	D	A	A	D	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	28.91			30.05			9.45			9.17		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	10.18											
Intersection LOS	B											
Intersection V/C	0.264											

Option 1: Copy of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	457	2194	524	244	1754	83	119	765	267	354	706	140
Total Analysis Volume [veh/h]	469	2225	412	244	1769	62	119	765	204	369	706	105

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	7	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	22	13	14	25	0	5	35	0	13	43	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	27	51	13	17	41	0	12	39	0	13	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.19	0.39	0.39	0.11	0.31	0.31	0.40	0.29	0.29	0.40	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.26	0.43	0.26	0.13	0.33	0.33	0.13	0.26	0.26	0.42	0.22	0.22
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1863	805	1900	1764	870	1900	1615

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1867	895	1900	1764	870	1900	1615
c, Capacity [veh/h]	347	2034	635	196	1120	578	314	552	512	286	583	557
X, volume / capacity	1.35	1.09	0.65	1.24	1.08	1.08	0.38	0.91	0.91	1.29	0.71	0.71
d, Delay for Lane Group [s/veh]	224.92	87.21	34.76	198.97	91.51	102.31	29.47	58.94	60.14	201.34	39.42	39.59
Lane Group LOS	F	F	C	F	F	F	C	E	E	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	27.03	28.20	10.12	13.67	23.59	26.08	2.40	16.44	15.45	17.82	10.76	10.32
50th-Percentile Queue Length [ft/ln]	675.69	705.11	253.10	341.80	589.70	652.12	59.98	411.06	386.25	445.41	268.88	258.10
95th-Percentile Queue Length [veh/ln]	40.91	39.31	15.34	21.45	33.09	36.23	4.32	23.09	21.90	28.64	16.13	15.59
95th-Percentile Queue Length [ft/ln]	1022.67	982.71	383.55	536.32	827.33	905.79	107.96	577.32	547.41	715.91	403.34	389.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	224.92	87.21	34.76	198.97	94.94	102.31	29.47	59.35	60.14	201.34	39.49	39.59
Movement LOS	F	F	C	F	F	F	C	E	E	F	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	101.05			107.40			56.23			90.11		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	94.54											
Intersection LOS	F											
Intersection V/C	0.967											

Option 1: Copy of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	195	2599	305	189	2056	54	55	402	197	359	411	208
Total Analysis Volume [veh/h]	213	2666	238	189	2091	40	55	402	156	373	411	156

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	5	29	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	29	57	0	15	43	0	9	33	0	15	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

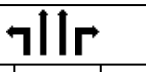
g / C, Green / Cycle	0.14	0.46	0.46	0.09	0.41	0.41	0.35	0.23	0.23	0.35	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.12	0.53	0.55	0.10	0.39	0.39	0.06	0.21	0.10	0.32	0.22	0.10
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1883	908	1900	1615	1155	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1823	1810	3618	1882	998	1900	1615	1755	1900	1615
c, Capacity [veh/h]	246	1649	831	166	1489	775	273	432	368	319	540	459
X, volume / capacity	0.87	1.15	1.20	1.14	0.94	0.94	0.20	0.93	0.42	1.17	0.76	0.34
d, Delay for Lane Group [s/veh]	61.12	109.74	135.60	164.83	46.74	55.10	29.94	68.25	40.40	153.18	44.42	34.48
Lane Group LOS	E	F	F	F	D	E	C	E	D	F	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.80	39.72	46.01	9.96	20.96	23.69	1.15	14.17	3.95	16.31	11.54	3.60
50th-Percentile Queue Length [ft/ln]	170.09	993.06	1150.32	249.05	523.98	592.31	28.74	354.30	98.73	407.66	288.54	90.00
95th-Percentile Queue Length [veh/ln]	11.08	55.58	65.16	15.88	28.47	31.68	2.07	20.35	7.11	25.16	17.11	6.48
95th-Percentile Queue Length [ft/ln]	277.03	1389.40	1628.89	397.06	711.68	791.88	51.74	508.65	177.72	628.94	427.83	162.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.12	117.13	135.60	164.83	49.50	55.10	29.94	68.25	40.40	153.18	44.42	34.48
Movement LOS	E	F	F	F	D	E	C	E	D	F	D	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	114.71			58.99			57.73			85.93		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	87.35											
Intersection LOS	F											
Intersection V/C	0.989											

Option 1: Copy of Perris Blvd/Harley Knox Rd

Number	3											
Intersection	Perris Blvd/Harley Knox Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	51	2190	103	218	2379	398	349	532	86	1194	459	1504
Total Analysis Volume [veh/h]	63	2288	86	218	2439	298	349	532	68	1199	459	1128

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	5
Auxiliary Signal Groups												4,5
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	5
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	18	40	0	31	53	9
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	5
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.43	0.43	0.04	0.43	0.43	0.12	0.17	0.17	0.23	0.28	0.35
(v / s)_i Volume / Saturation Flow Rate	0.02	0.44	0.05	0.06	0.47	0.18	0.19	0.15	0.04	0.34	0.09	0.70
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	5170	1615	3514	5170	1615	1810	3618	1615	3514	5170	1615

s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	5176	1615
c, Capacity [veh/h]	129	2221	693	146	2246	701	211	618	276	791	1445	572
X, volume / capacity	0.49	1.03	0.12	1.49	1.09	0.43	1.65	0.86	0.25	1.52	0.32	1.97
d, Delay for Lane Group [s/veh]	59.51	61.61	21.02	287.03	80.95	25.46	367.11	52.02	43.52	282.44	34.33	482.28
Lane Group LOS	E	F	C	F	F	C	F	D	D	F	C	F
Critical Lane Group	No	Yes	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.97	25.66	1.47	6.84	29.99	5.95	24.61	7.83	1.74	37.27	3.45	86.41
50th-Percentile Queue Length [ft/ln]	24.16	641.54	36.86	170.89	749.76	148.83	615.13	195.64	43.62	931.74	86.35	2160.23
95th-Percentile Queue Length [veh/ln]	1.74	34.74	2.65	12.13	41.40	9.95	38.71	12.41	3.14	57.19	6.22	137.16
95th-Percentile Queue Length [ft/ln]	43.49	868.50	66.35	303.32	1035.02	248.86	967.65	310.33	78.52	1429.85	155.43	3428.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.51	61.61	21.02	287.03	80.95	25.46	367.11	52.02	43.52	282.44	34.33	482.28
Movement LOS	E	F	C	F	F	C	F	D	D	F	C	F
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	60.13			90.55			167.29			322.47		
Approach LOS	E			F			F			F		
d_I, Intersection Delay [s/veh]	161.20											
Intersection LOS	F											
Intersection V/C	1.021											

Option 1: Copy of Perris Blvd/Markham St

Number	4											
Intersection	Perris Blvd/Markham St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	75	1989	19	12	2435	150	325	91	514	24	506	48
Total Analysis Volume [veh/h]	87	2111	23	12	2505	112	325	91	389	29	506	36

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	61	0	5	61	0	18	42	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	65	0	9	65	0	22	46	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

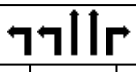
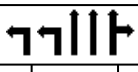
g / C, Green / Cycle	0.60	0.56	0.56	0.60	0.54	0.54	0.14	0.28	0.28	0.03	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.33	0.58	0.01	0.04	0.48	0.48	0.18	0.05	0.24	0.02	0.14	0.14
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	266	3618	1615	271	3618	1859	1810	1900	1615	1810	1900	1856

s, saturation flow rate [veh/h]	266	3618	1615	271	3618	1859	1810	1900	1615	1810	1900	1856
c, Capacity [veh/h]	192	2019	902	141	1936	995	252	529	450	46	312	305
X, volume / capacity	0.45	1.05	0.03	0.09	0.89	0.90	1.29	0.17	0.86	0.63	0.88	0.88
d, Delay for Lane Group [s/veh]	36.63	61.58	12.82	32.29	33.15	39.75	211.24	35.41	55.04	75.91	65.08	65.76
Lane Group LOS	D	F	B	C	C	D	F	D	E	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.37	37.28	0.30	0.18	23.23	26.20	19.06	2.20	13.01	1.11	9.66	9.53
50th-Percentile Queue Length [ft/ln]	34.35	932.01	7.47	4.38	580.84	655.11	476.45	54.91	325.14	27.77	241.50	238.26
95th-Percentile Queue Length [veh/ln]	2.47	49.10	0.54	0.32	31.14	34.60	29.15	3.95	18.92	2.00	14.76	14.59
95th-Percentile Queue Length [ft/ln]	61.84	1227.42	13.45	7.88	778.47	864.99	728.87	98.83	473.01	49.99	368.93	364.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.63	61.58	12.82	32.29	35.22	39.75	211.24	35.41	55.04	75.91	65.39	65.76
Movement LOS	D	F	B	C	D	D	F	D	E	E	E	E
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	60.10			35.40			115.88			65.95		
Approach LOS	E			D			F			E		
d_I, Intersection Delay [s/veh]	57.42											
Intersection LOS	E											
Intersection V/C	0.911											

Option 1: Copy of Perris Blvd/Ramona Expy

Number	5											
Intersection	Perris Blvd/Ramona Expy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	183	1324	184	492	1351	610	764	1392	184	187	955	129
Total Analysis Volume [veh/h]	183	1470	157	492	1430	457	764	1410	138	204	966	97

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	5	38	0	6	39	8	8	34	0	6	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	11	39	0	19	47	26	26	50	0	12	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.06	0.34	0.34	0.13	0.40	0.62	0.18	0.34	0.34	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.23	0.14	0.40	0.28	0.22	0.27	0.09	0.06	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	5170	1782	3514	3618	1615	3514	5170	1615	3514	3618	1813

s, saturation flow rate [veh/h]	3514	5176	1782	3514	3618	1615	3514	5176	1615	3514	3618	1615
c, Capacity [veh/h]	205	1738	598	439	1456	1000	644	1756	548	234	805	403
X, volume / capacity	0.89	0.70	0.70	1.12	0.98	0.46	1.19	0.80	0.25	0.87	0.88	0.88
d, Delay for Lane Group [s/veh]	68.66	36.88	41.14	113.81	55.13	13.64	137.44	36.90	28.89	65.09	48.41	58.62
Lane Group LOS	E	D	D	F	E	B	F	D	C	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.04	10.14	11.19	10.17	23.29	6.22	17.06	11.79	2.76	3.25	10.02	11.19
50th-Percentile Queue Length [ft/ln]	76.07	253.62	279.68	254.16	582.34	155.59	426.62	294.78	68.92	81.15	250.44	279.77
95th-Percentile Queue Length [veh/ln]	5.48	15.37	16.67	16.13	31.21	10.31	25.88	17.42	4.96	5.84	15.21	16.68
95th-Percentile Queue Length [ft/ln]	136.92	384.21	416.82	403.34	780.22	257.87	647.11	435.57	124.05	146.07	380.20	416.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.66	37.64	41.14	113.81	55.13	13.64	137.44	36.90	28.89	65.09	51.14	58.62
Movement LOS	E	D	D	F	E	B	F	D	C	E	D	E
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	41.08			59.30			69.65			53.96		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	57.26											
Intersection LOS	E											
Intersection V/C	0.861											

Option 1: Copy of Placentia Ave/Redlands Ave

Number	10											
Intersection	Placentia Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	77	201	967	1872	373	131	93	316	167	566	286	414
Total Analysis Volume [veh/h]	77	207	0	1872	379	0	141	371	0	566	311	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	65	0	0	65	0	0	47	0	0	47	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	41	0	0	41	0	0	29	0	0	29	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

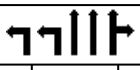
g / C, Green / Cycle	0.53	0.53	0.53	0.53	0.53	0.53	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.08	0.05	0.05	0.81	0.20	0.00	0.13	0.10	0.00	0.55	0.06	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1930	1900	1900	2318	1900	1615	1985	2618	1615	1927	2618	1900

s, saturation flow rate [veh/h]	1020	1900	1900	2318	1900	1615	1085	3618	1615	1027	3618	1900
c, Capacity [veh/h]	493	1004	1004	1199	1004	854	418	1292	577	365	1292	679
X, volume / capacity	0.16	0.10	0.10	1.56	0.38	0.00	0.34	0.29	0.00	1.55	0.16	0.16
d, Delay for Lane Group [s/veh]	15.11	8.43	8.43	276.67	10.80	0.00	20.73	16.24	0.00	284.48	15.38	15.44
Lane Group LOS	B	A	A	F	B	A	C	B	A	F	B	B
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.80	0.67	0.67	51.06	2.95	0.00	1.75	1.92	0.00	31.86	1.00	1.06
50th-Percentile Queue Length [ft/ln]	19.89	16.76	16.76	1276.46	73.85	0.00	43.75	47.89	0.00	796.59	25.00	26.50
95th-Percentile Queue Length [veh/ln]	1.43	1.21	1.21	81.64	5.32	0.00	3.15	3.45	0.00	51.33	1.80	1.91
95th-Percentile Queue Length [ft/ln]	35.80	30.18	30.18	2040.92	132.93	0.00	78.76	86.20	0.00	1283.34	45.00	47.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.11	8.43	8.43	276.67	10.80	0.00	20.73	16.24	0.00	284.48	15.40	15.44
Movement LOS	B	A	A	F	B	A	C	B	A	F	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	10.24			231.91			17.48			189.06		
Approach LOS	B			F			B			F		
d_I, Intersection Delay [s/veh]	178.31											
Intersection LOS	F											
Intersection V/C	1.359											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	281	1291	83	98	1587	361	941	361	1328	58	331	53
Total Analysis Volume [veh/h]	300	1361	67	98	1655	316	1095	457	1010	64	368	40

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	36	0	9	35	0	45	64	0	11	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.27	0.27	0.04	0.26	0.26	0.34	0.51	0.51	0.05	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.09	0.26	0.26	0.05	0.37	0.37	0.61	0.13	0.63	0.04	0.07	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	3618	1855	1810	3618	1750	1810	3618	1615	1810	5170	1615

s, saturation flow rate [veh/h]	3514	3618	1855	1810	3618	1750	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	176	969	497	75	939	454	618	1850	826	83	1115	348
X, volume / capacity	1.71	0.97	0.97	1.30	1.41	1.43	1.77	0.25	1.22	0.77	0.33	0.11
d, Delay for Lane Group [s/veh]	381.05	66.83	78.16	255.13	234.81	249.72	393.07	16.46	140.36	70.71	39.92	38.01
Lane Group LOS	F	E	E	F	F	F	F	B	F	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.51	16.45	18.45	6.37	38.22	38.84	78.19	3.40	47.34	2.21	3.03	0.95
50th-Percentile Queue Length [ft/ln]	262.67	411.30	461.17	159.30	955.38	971.09	1954.86	84.98	1183.43	55.32	75.70	23.72
95th-Percentile Queue Length [veh/ln]	17.82	23.10	25.49	11.19	57.59	58.74	121.83	6.12	67.84	3.98	5.45	1.71
95th-Percentile Queue Length [ft/ln]	445.55	577.60	637.26	279.80	1439.70	1468.46	3045.85	152.96	1696.01	99.57	136.26	42.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	381.05	70.30	78.16	255.13	237.81	249.72	393.07	16.46	140.36	70.71	39.92	38.01
Movement LOS	F	E	E	F	F	F	F	B	F	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	124.55			240.45			226.27			43.93		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	192.23											
Intersection LOS	F											
Intersection V/C	1.132											

Option 1: Copy of Placentia Ave/Barrett Ave

Number	12											
Intersection	Placentia Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	70	25	503	19	20	24	13	1017	61	87	1060	15
Total Analysis Volume [veh/h]	198	25	0	19	20	0	13	1036	0	184	1079	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	5	42	0	5	42	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	25	0	0	25	0	0	8	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	34	0	0	34	0	17	19	0	17	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

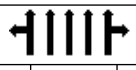
g / C, Green / Cycle	0.48	0.48	0.02	0.23	0.23	0.13	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.14	0.02	0.01	0.19	0.19	0.10	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1547	1674	1810	3618	1900	1810	3618	1900

s, saturation flow rate [veh/h]	1547	1674	1810	3618	1900	1810	3618	1900
c, Capacity [veh/h]	834	873	34	818	430	229	1208	634
X, volume / capacity	0.27	0.04	0.39	0.83	0.83	0.80	0.59	0.59
d, Delay for Lane Group [s/veh]	11.74	9.91	41.04	28.06	30.00	36.25	19.76	20.16
Lane Group LOS	B	A	D	C	C	D	B	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.04	0.31	0.27	5.15	5.64	3.21	4.29	4.58
50th-Percentile Queue Length [ft/ln]	51.00	7.63	6.82	128.75	141.03	80.27	107.29	114.50
95th-Percentile Queue Length [veh/ln]	3.67	0.55	0.49	8.87	9.54	5.78	7.69	8.09
95th-Percentile Queue Length [ft/ln]	91.80	13.74	12.27	221.80	238.41	144.48	192.22	202.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.74	11.74	11.74	9.91	9.91	9.91	41.04	28.73	30.00	36.25	19.90	20.16
Movement LOS	B	B	B	A	A	A	D	C	C	D	B	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	11.74			9.91			28.88			22.28		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	23.87											
Intersection LOS	C											
Intersection V/C	0.434											

Option 1: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	171	41	11	24	104	477	45	1349	299	11	2132	6
Total Analysis Volume [veh/h]	975	41	8	24	104	358	45	1530	471	11	2367	4

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	67	0	0	67	0	0	35	0	0	35	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	34	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	71	0	0	71	0	0	39	0	0	39	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

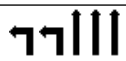
g / C, Green / Cycle	0.61	0.61	0.61	0.61	0.32	0.32	0.32	0.32	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.53	0.03	0.02	0.28	0.30	0.30	0.29	0.31	0.31	0.31
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
s, saturation flow rate [veh/h]	1935	1847	1378	1671	152	5176	1615	1313	4719	1727

s, saturation flow rate [veh/h]	1835	1847	1378	1671	152	5176	1615	1213	4710	1727
c, Capacity [veh/h]	889	1125	865	1018	68	1647	514	420	1499	549
X, volume / capacity	1.10	0.04	0.03	0.45	0.67	0.93	0.92	0.90	0.98	0.98
d, Delay for Lane Group [s/veh]	92.20	8.71	9.91	13.08	89.94	39.14	56.00	55.79	43.99	68.25
Lane Group LOS	F	A	A	B	F	D	E	E	D	E
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.06	0.46	0.25	5.91	1.87	12.94	14.32	10.85	13.20	18.23
50th-Percentile Queue Length [ft/ln]	476.61	11.40	6.15	147.71	46.80	323.40	358.09	271.13	330.11	455.66
95th-Percentile Queue Length [veh/ln]	28.15	0.82	0.44	9.89	3.37	18.83	20.53	16.25	19.16	25.23
95th-Percentile Queue Length [ft/ln]	703.64	20.52	11.06	247.36	84.24	470.87	513.26	406.15	479.09	630.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	92.20	8.71	8.71	9.91	13.08	13.08	89.94	39.14	56.00	55.79	51.29	68.25
Movement LOS	F	A	A	A	B	B	F	D	E	E	D	E
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	88.21			12.92			44.14			51.34		
Approach LOS	F			B			D			D		
d_I, Intersection Delay [s/veh]	52.07											
Intersection LOS	D											
Intersection V/C	0.843											

Option 1: 2nd Submittal

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	128	5	563	0	0	0	181	1093	0	0	1103	821
Total Analysis Volume [veh/h]	128	5	535	0	0	0	181	1453	0	0	1471	1119

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	47	96	0	0	49	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.10	0.10		0.07	0.82	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.28	0.28	0.69
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900
Arrival type	3			3	3		3	
c, saturation flow rate [veh/h]	1810	1816	3500		3514	5176	5176	1615

s, saturation flow rate [veh/h]	1810	1816	8500		3514	5176	5176	1615
c, Capacity [veh/h]	189	190	890		257	4257	3691	1152
X, volume / capacity	0.35	0.35	0.60		0.71	0.34	0.40	0.97
d, Delay for Lane Group [s/veh]	50.80	50.78	50.04		53.35	2.45	6.39	33.83
Lane Group LOS	D	D	D		D	A	A	C
Critical Lane Group	No	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.95	1.96	14.72		2.49	1.26	4.03	27.44
50th-Percentile Queue Length [ft/ln]	48.83	48.96	368.10		62.22	31.40	100.87	686.04
95th-Percentile Queue Length [veh/ln]	3.52	3.52	21.02		4.48	2.26	7.26	36.03
95th-Percentile Queue Length [ft/ln]	87.89	88.12	525.42		111.99	56.52	181.57	900.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.80	50.78	50.04	0.00	0.00	0.00	53.35	2.45	0.00	0.00	6.39	33.83
Movement LOS	D	D	D				D	A			A	C
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	50.19			0.00			8.09			18.25		
Approach LOS	D			A			A			B		
d_I, Intersection Delay [s/veh]	19.22											
Intersection LOS	B											
Intersection V/C	0.807											

Option 1: Copy of Orange Ave/Redlands Ave

Number	17											
Intersection	Orange Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	171	261	46	74	417	116	250	509	395	89	458	47
Total Analysis Volume [veh/h]	209	261	34	74	417	91	256	540	364	89	481	35

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	15	35	0	10	30	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

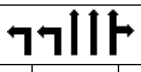
g / C, Green / Cycle	0.08	0.45	0.05	0.42	0.42	0.16	0.26	0.26	0.06	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.04	0.14	0.14	0.14	0.15	0.23	0.05	0.13	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
c, saturation flow rate [veh/h]	2514	1863	1810	1900	1784	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	3514	1862	1810	1900	1784	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	291	832	96	792	744	291	937	418	115	585	261
X, volume / capacity	0.72	0.35	0.77	0.33	0.33	0.88	0.58	0.87	0.77	0.82	0.13
d, Delay for Lane Group [s/veh]	43.56	17.56	54.14	18.84	18.96	56.98	29.61	41.53	52.05	39.44	32.55
Lane Group LOS	D	B	D	B	B	E	C	D	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.29	3.87	1.87	3.56	3.40	6.81	4.82	8.15	2.19	5.07	0.64
50th-Percentile Queue Length [ft/ln]	57.17	96.67	46.86	89.10	85.03	170.37	120.62	203.85	54.87	126.73	15.99
95th-Percentile Queue Length [veh/ln]	4.12	6.96	3.37	6.42	6.12	11.10	8.43	12.84	3.95	8.76	1.15
95th-Percentile Queue Length [ft/ln]	102.90	174.01	84.34	160.39	153.06	277.40	210.67	320.93	98.76	219.04	28.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.56	17.56	17.56	54.14	18.89	18.96	56.98	29.61	41.53	52.05	39.44	32.55
Movement LOS	D	B	B	D	B	B	E	C	D	D	D	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	28.34			23.38			39.39			40.89		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.49											
Intersection LOS	C											
Intersection V/C	0.474											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	202	1345	413	301	1536	44	40	405	261	475	607	275
Total Analysis Volume [veh/h]	340	1345	310	301	1567	79	136	532	341	506	644	206

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	7	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	5	26	5	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	27	52	22	16	41	0	14	30	0	22	38	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.19	0.40	0.58	0.10	0.31	0.31	0.08	0.22	0.22	0.15	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.19	0.26	0.19	0.09	0.30	0.30	0.08	0.15	0.21	0.14	0.23	0.23
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	2514	2618	1854	1810	2618	1615	2514	1900	1745

s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1854	1810	3618	1615	3514	1900	1745
c, Capacity [veh/h]	347	2070	942	351	1115	572	151	784	350	527	538	494
X, volume / capacity	0.98	0.65	0.33	0.86	0.97	0.98	0.90	0.68	0.97	0.96	0.82	0.83
d, Delay for Lane Group [s/veh]	88.08	30.78	13.83	59.20	62.57	73.58	91.13	44.21	75.20	61.63	48.85	50.50
Lane Group LOS	F	C	B	E	E	E	F	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.62	10.26	4.21	4.65	18.49	20.74	5.50	7.14	12.52	8.33	13.35	12.65
50th-Percentile Queue Length [ft/ln]	340.58	256.54	105.13	116.15	462.14	518.62	137.57	178.61	312.97	208.15	333.67	316.22
95th-Percentile Queue Length [veh/ln]	19.68	15.51	7.57	8.18	25.54	28.21	9.35	11.53	18.32	13.06	19.34	18.48
95th-Percentile Queue Length [ft/ln]	491.91	387.87	189.20	204.53	638.41	705.36	233.75	288.20	458.04	326.45	483.45	462.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	88.08	30.78	13.83	59.20	65.94	73.58	91.13	44.21	75.20	61.63	49.37	50.50
Movement LOS	F	C	B	E	E	E	F	D	E	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	37.91			65.21			61.01			54.12		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	53.52											
Intersection LOS	D											
Intersection V/C	0.844											

Option 1: Copy of Orange Ave/Barrett Ave

Number	19											
Intersection	Orange Ave/Barrett Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Barrett Ave			Barrett Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	141	0	27	27	567	0	0	346	45
Total Analysis Volume [veh/h]	0	183	0	203	109	0	157	806	0	0	406	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	18	0	0	0	20	0	0	20	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	10	0	0	0	3	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	22	0	0	0	24	0	0	24	0
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	0	0	0	10	0	0	10	0
Minimum Recall		No		No				No			No	
Maximum Recall		No		No				No			No	
Pedestrian Recall		No		No				No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.16	0.14	0.14	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.09	0.11	0.00	0.16	0.22	0.00	0.00	0.21	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3		3			3		
c, saturation flow rate [veh/h]	1976	1810	1615	995	3618	1615	687	1900	1615

s, saturation flow rate [veh/h]	1976	1810	1615	995	3618	1615	687	1900	1615
c, Capacity [veh/h]	314	261	233	427	1796	802	327	943	802
X, volume / capacity	0.58	0.78	0.00	0.37	0.45	0.00	0.00	0.43	0.00
d, Delay for Lane Group [s/veh]	25.09	29.67	0.00	19.46	10.60	0.00	0.00	11.10	0.00
Lane Group LOS	C	C	A	B	B	A	A	B	A
Critical Lane Group	Yes	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.39	2.96	0.00	1.77	2.69	0.00	0.00	2.85	0.00
50th-Percentile Queue Length [ft/ln]	59.87	74.12	0.00	44.17	67.28	0.00	0.00	71.34	0.00
95th-Percentile Queue Length [veh/ln]	4.31	5.34	0.00	3.18	4.84	0.00	0.00	5.14	0.00
95th-Percentile Queue Length [ft/ln]	107.77	133.42	0.00	79.50	121.11	0.00	0.00	128.41	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.09	25.09	25.09	29.67	0.00	0.00	19.46	10.60	0.00	0.00	11.10	0.00
Movement LOS	C	C	C	C		A	B	B	A	A	B	A
Critical Movement	No	No	No	Yes		No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	25.09			29.67			12.04			11.10		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	15.22											
Intersection LOS	B											
Intersection V/C	0.428											

Option 1: Copy of Orange Ave/Indian Ave

Number	20					
Intersection	Orange Ave/Indian Ave					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Indian Ave		Orange Ave		Orange Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Base Volume Input [veh/h]	242	253	1	237	252	235
Total Analysis Volume [veh/h]	313	0	8	382	396	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	33	0	0	19	19	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	37	0	0	23	23	0
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	0	10	10	0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.21	0.21	0.66	0.66	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.17	0.00	0.01	0.11	0.11	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	1810	1615	1004	3618	3618	1615

s, saturation flow rate [veh/h]	1810	1615	1004	3618	3618	1615
c, Capacity [veh/h]	381	340	688	2374	2374	1060
X, volume / capacity	0.82	0.00	0.01	0.16	0.17	0.00
d, Delay for Lane Group [s/veh]	27.06	0.00	5.73	4.11	4.14	0.00
Lane Group LOS	C	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.28	0.00	0.04	0.60	0.53	0.00
50th-Percentile Queue Length [ft/ln]	106.97	0.00	0.98	15.12	13.22	0.00
95th-Percentile Queue Length [veh/ln]	7.67	0.00	0.07	1.09	0.95	0.00
95th-Percentile Queue Length [ft/ln]	191.78	0.00	1.76	27.21	23.79	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.06	0.00	5.73	4.11	4.14	0.00
Movement LOS	C	A	A	A	A	A
Critical Movement	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	27.06		4.14		4.14	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	10.67					
Intersection LOS	B					
Intersection V/C	0.282					

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	133	2	229	161	400	116
Total Analysis Volume [veh/h]	259	0	438	228	569	0

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	33	47	5	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	14	0	33	47	73	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.28	0.28	0.21	0.61	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.07	0.00	0.12	0.12	0.16	0.16
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	2618	1615	3514	1900	1810	1810

s, saturation flow rate [veh/h]	3618	1615	3514	1900	1810	1810
c, Capacity [veh/h]	998	445	737	1152	274	274
X, volume / capacity	0.26	0.00	0.59	0.20	1.04	1.04
d, Delay for Lane Group [s/veh]	9.47	0.00	12.56	2.99	66.45	66.45
Lane Group LOS	A	A	B	A	F	F
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.45	0.00	1.00	0.04	5.56	5.56
50th-Percentile Queue Length [ft/ln]	11.17	0.00	25.00	0.96	139.11	139.11
95th-Percentile Queue Length [veh/ln]	0.80	0.00	1.80	0.07	9.58	9.58
95th-Percentile Queue Length [ft/ln]	20.11	0.00	45.01	1.74	239.61	239.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.47	0.00	12.56	2.99	66.45	66.45
Movement LOS	A	A	B	A	F	E
Critical Movement	No	No	No	No	Yes	No
d_A, Approach Delay [s/veh]	9.47		9.28		66.45	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	31.09					
Intersection LOS	C					
Intersection V/C	0.353					

Option 1: Copy of Citrus Ave/Redlands Ave

Number	22											
Intersection	Citrus Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	216	334	41	111	367	463	272	215	270	20	152	76
Total Analysis Volume [veh/h]	240	366	0	111	457	0	272	252	0	20	168	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

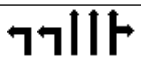
g / C, Green / Cycle	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.25	0.10	0.10	0.11	0.12	0.12	0.22	0.13	0.02	0.09	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3		3		
c, saturation flow rate [veh/h]	949	1900	1900	1933	1900	1900	1237	1900	1146	1900	1615

s, saturation flow rate [veh/h]	949	1900	1900	1032	1900	1900	1237	1900	1146	1900	1615
c, Capacity [veh/h]	510	953	953	559	953	953	442	693	376	693	589
X, volume / capacity	0.47	0.19	0.19	0.20	0.24	0.24	0.62	0.36	0.05	0.24	0.00
d, Delay for Lane Group [s/veh]	17.03	8.69	8.69	11.89	9.06	9.06	22.46	14.27	18.46	13.45	0.00
Lane Group LOS	B	A	A	B	A	A	C	B	B	B	A
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.66	1.22	1.22	0.87	1.39	1.39	3.55	2.37	0.22	1.50	0.00
50th-Percentile Queue Length [ft/ln]	66.59	30.38	30.38	21.76	34.67	34.67	88.70	59.16	5.39	37.41	0.00
95th-Percentile Queue Length [veh/ln]	4.79	2.19	2.19	1.57	2.50	2.50	6.39	4.26	0.39	2.69	0.00
95th-Percentile Queue Length [ft/ln]	119.86	54.68	54.68	39.17	62.40	62.40	159.66	106.48	9.70	67.34	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.03	8.69	8.69	11.89	9.06	9.06	22.46	14.27	14.27	18.46	13.45	0.00
Movement LOS	B	A	A	B	A	A	C	B	B	B	B	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	11.99			9.62			18.52			13.98		
Approach LOS	B			A			B			B		
d_I, Intersection Delay [s/veh]	13.29											
Intersection LOS	B											
Intersection V/C	0.473											

Option 1: Copy of Citrus Ave/Perris Blvd

Number	23											
Intersection	Citrus Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	80	1520	614	234	1816	42	64	35	85	463	28	141
Total Analysis Volume [veh/h]	80	1877	0	284	2242	0	64	35	0	463	28	0

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	0	12	0	0	10	0	0	57	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	66	0	0	57	0	0	14	0	0	40	0
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.55	0.55	0.47	0.47	0.47	0.08	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.04	0.34	0.34	0.59	0.41	0.41	0.05	0.26	0.01	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3		
c, saturation flow rate [veh/h]	1810	3618	1900	470	3618	1900	1841	1810	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1900	479	3618	1900	1841		1810	1900	1615
c, Capacity [veh/h]	75	1980	1040	164	1709	898	148		492	517	440
X, volume / capacity	1.06	0.62	0.62	1.74	0.86	0.86	0.67		0.94	0.05	0.00
d, Delay for Lane Group [s/veh]	156.45	20.11	21.42	407.48	34.05	38.69	58.74		53.02	32.30	0.00
Lane Group LOS	F	C	C	F	C	D	E		D	C	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes		Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.36	11.78	12.75	10.51	18.75	20.85	3.14		14.86	0.62	0.00
50th-Percentile Queue Length [ft/ln]	108.97	294.38	318.73	262.81	468.74	521.30	78.50		371.43	15.51	0.00
95th-Percentile Queue Length [veh/ln]	7.85	17.40	18.60	18.92	25.85	28.34	5.65		21.18	1.12	0.00
95th-Percentile Queue Length [ft/ln]	196.14	435.07	465.12	473.07	646.27	708.52	141.30		529.47	27.92	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	156.45	20.56	21.42	407.48	35.65	38.69	58.74	58.74	58.74	53.02	32.30	0.00
Movement LOS	F	C	C	F	D	D	E	E	E	D	C	A
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.11			77.46			58.74			51.84		
Approach LOS	C			E			E			D		
d_I, Intersection Delay [s/veh]	54.81											
Intersection LOS	D											
Intersection V/C	0.947											

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	50	187	235	67	74	81	60	872	19	261	1007	82
Total Analysis Volume [veh/h]	56	187	176	67	74	75	80	961	19	261	1045	61

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	31	0	10	32	0	9	25	0	24	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.38	0.05	0.39	0.39	0.06	0.22	0.22	0.17	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.04	0.04	0.05	0.04	0.19	0.01	0.14	0.29	0.04
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
c, saturation flow rate [veh/h]	1810	1750	1810	1900	1615	1810	5170	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	1750	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	77	671	88	740	629	101	1152	359	303	1210	540
X, volume / capacity	0.72	0.54	0.76	0.10	0.12	0.80	0.83	0.05	0.86	0.86	0.11
d, Delay for Lane Group [s/veh]	54.62	24.71	54.59	17.72	17.97	55.18	35.07	27.59	47.63	30.01	20.81
Lane Group LOS	D	C	D	B	B	E	D	C	D	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.49	6.41	1.77	1.02	1.06	2.01	6.24	0.30	6.07	9.61	0.81
50th-Percentile Queue Length [ft/ln]	37.22	160.30	44.33	25.60	26.43	50.20	155.92	7.55	151.76	240.31	20.36
95th-Percentile Queue Length [veh/ln]	2.68	10.56	3.19	1.84	1.90	3.61	10.33	0.54	10.11	14.70	1.47
95th-Percentile Queue Length [ft/ln]	67.00	264.11	79.79	46.09	47.57	90.35	258.31	13.60	252.78	367.43	36.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.62	24.71	24.71	54.59	17.72	17.97	55.18	35.07	27.59	47.63	30.01	20.81
Movement LOS	D	C	C	D	B	B	E	D	C	D	C	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	28.70			29.24			36.45			32.96		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	33.32											
Intersection LOS	C											
Intersection V/C	0.578											

Option 1: Copy of Nuevo Rd/Redlands Ave

Number	25											
Intersection	Nuevo Rd/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	272	357	191	36	360	72	134	958	321	179	910	88
Total Analysis Volume [veh/h]	281	369	143	126	373	54	134	984	244	179	929	99

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	35	0	0	35	0	0	27	0	0	27	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	39	0	0	39	0	0	31	0	0	31	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.29	0.19	0.09	0.41	0.24	0.27	0.15	0.39	0.26	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

s, saturation flow rate [veh/h]	976	1900	1615	1356	557	3618	1615	461	3618	1615
c, Capacity [veh/h]	243	950	808	741	185	1395	623	163	1395	623
X, volume / capacity	1.16	0.39	0.18	0.75	0.73	0.71	0.39	1.10	0.67	0.16
d, Delay for Lane Group [s/veh]	129.33	12.06	10.08	22.24	40.16	18.81	15.96	129.99	18.32	14.19
Lane Group LOS	F	B	B	C	D	B	B	F	B	B
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.79	3.14	1.07	7.59	2.58	5.95	2.54	6.98	5.49	0.93
50th-Percentile Queue Length [ft/ln]	269.80	78.39	26.84	189.73	64.58	148.63	63.58	174.57	137.16	23.20
95th-Percentile Queue Length [veh/ln]	17.73	5.64	1.93	12.11	4.65	9.94	4.58	11.95	9.33	1.67
95th-Percentile Queue Length [ft/ln]	443.15	141.11	48.31	302.68	116.24	248.60	114.45	298.68	233.19	41.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	129.33	12.06	10.08	22.24	22.24	22.24	40.16	18.81	15.96	129.99	18.32	14.19
Movement LOS	F	B	B	C	C	C	D	B	B	F	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	53.26			22.24			20.40			34.54		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	31.68											
Intersection LOS	C											
Intersection V/C	0.796											

Option 1: Copy of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	174	1020	265	420	1095	399	493	991	240	445	726	396
Total Analysis Volume [veh/h]	211	1119	199	451	1317	430	723	991	180	445	726	318

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	19	35	0	21	37	0	22	44	0	20	42	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.13	0.26	0.26	0.14	0.28	0.28	0.15	0.33	0.33	0.13	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.22	0.12	0.13	0.25	0.27	0.14	0.31	0.32	0.13	0.14	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5170	1615	2514	5170	1615	5271	1900	1802	2514	5170	1615

s, saturation flow rate [veh/h]	1810	5176	1615	3514	5176	1615	5271	1900	1802	3514	5176	1615
c, Capacity [veh/h]	226	1337	417	498	1423	444	791	633	601	469	1639	511
X, volume / capacity	0.93	0.84	0.48	0.91	0.93	0.97	0.91	0.93	0.97	0.95	0.44	0.62
d, Delay for Lane Group [s/veh]	88.29	48.47	41.51	57.23	53.94	78.45	54.93	57.36	67.76	62.26	32.78	36.93
Lane Group LOS	F	D	D	E	D	E	D	E	E	E	C	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.40	10.86	5.25	6.93	13.66	16.45	7.32	19.35	21.03	7.20	5.50	7.99
50th-Percentile Queue Length [ft/ln]	209.88	271.39	131.26	173.26	341.62	411.23	183.11	483.72	525.86	180.08	137.52	199.72
95th-Percentile Queue Length [veh/ln]	13.15	16.26	9.01	11.25	19.73	23.10	11.76	26.56	28.56	11.60	9.35	12.62
95th-Percentile Queue Length [ft/ln]	328.68	406.48	225.21	281.19	493.18	577.51	294.08	664.06	713.90	290.12	233.68	315.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	88.29	48.47	41.51	57.23	53.94	78.45	54.93	61.60	67.76	62.26	32.78	36.93
Movement LOS	F	D	D	E	D	E	D	E	E	E	C	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	53.06			59.41			59.64			42.48		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	54.56											
Intersection LOS	D											
Intersection V/C	0.833											

Option 2: Copy of Nuevo Rd/I-215 NB

Number	28											
Intersection	Nuevo Rd/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	153	6	807	0	0	0	182	1211	0	0	1229	746
Total Analysis Volume [veh/h]	153	6	754	0	0	0	182	1242	0	0	1530	583

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	16	0	0	0	0	22	44	0	0	22	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.26	0.26		0.09	0.60	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.09	0.26		0.05	0.34	0.30	0.36
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900		1900	1900	1900	1900
Arrival type	3		3	3		3	
s, saturation flow rate [veh/h]	1813	2850		3514	3618	5170	1615

s, saturation flow rate [veh/h]	1813	2859		3514	3618	3176	1615
c, Capacity [veh/h]	479	756		303	2179	2326	726
X, volume / capacity	0.33	1.00		0.60	0.57	0.66	0.80
d, Delay for Lane Group [s/veh]	19.65	54.24		28.32	7.46	13.23	18.14
Lane Group LOS	B	D		C	A	B	B
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.80	7.95		1.22	3.17	4.28	6.09
50th-Percentile Queue Length [ft/ln]	45.10	198.85		30.56	79.31	107.03	152.36
95th-Percentile Queue Length [veh/ln]	3.25	12.58		2.20	5.71	7.67	10.14
95th-Percentile Queue Length [ft/ln]	81.18	314.48		55.01	142.75	191.86	253.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.65	19.65	54.24	0.00	0.00	0.00	28.32	7.46	0.00	0.00	13.23	18.14
Movement LOS	B	B	D				C	A			B	B
Critical Movement	No	No	Yes				No	No			No	No
d_A, Approach Delay [s/veh]	48.22			0.00			10.13			14.59		
Approach LOS	D			A			B			B		
d_I, Intersection Delay [s/veh]	20.06											
Intersection LOS	C											
Intersection V/C	0.677											

Option 1: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	910	1	179	0	555	679	910	744	0
Total Analysis Volume [veh/h]	0	0	0	941	1	134	0	555	509	1211	744	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	18	0	0	15	0	64	27	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.23	0.23	0.23	0.19	0.19	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.15	0.32	0.34	0.14
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	2618	1615	2514	5170

s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3176
c, Capacity [veh/h]		426	426	381	676	302	1327	1954
X, volume / capacity		1.10	1.10	0.35	0.82	1.69	0.91	0.38
d, Delay for Lane Group [s/veh]		97.95	97.91	21.66	25.99	337.39	20.60	13.70
Lane Group LOS		F	F	C	C	F	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		14.14	14.14	1.65	3.58	30.02	7.03	2.06
50th-Percentile Queue Length [ft/ln]		353.48	353.40	41.13	89.55	750.58	175.84	51.54
95th-Percentile Queue Length [veh/ln]		21.42	21.42	2.96	6.45	47.74	11.38	3.71
95th-Percentile Queue Length [ft/ln]		535.59	535.45	74.04	161.19	1193.38	284.58	92.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	97.93	97.91	21.66	0.00	25.99	337.39	20.60	13.70	0.00
Movement LOS				F	F	C		C	F	C	B	
Critical Movement				No	No	No		No	Yes	No	No	
d_A, Approach Delay [s/veh]	0.00			88.43			174.96			17.98		
Approach LOS	A			F			F			B		
d_I, Intersection Delay [s/veh]	77.28											
Intersection LOS	E											
Intersection V/C	0.920											

Option 1: MIT of Redlands Ave/Mildred St

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	59	678	14	50	622	37	52	26	71	8	21	38
Total Analysis Volume [veh/h]	59	687	14	50	627	50	64	26	90	8	21	38

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	518	559	562	545	555	567	515	503

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	10.54	19.35	19.17	14.47	14.15	13.70	13.69	11.26
95th-Percentile Queue Length [veh]	0.38	4.33	4.29	2.26	2.21	2.13	1.55	0.46
95th-Percentile Queue Length [ft]	9.57	108.15	107.19	56.59	55.16	53.19	38.84	11.43
Approach Delay [s/veh]	18.58			14.11			13.69	11.26
Approach LOS	C			B			B	B
Intersection Delay [s/veh]	15.92							
Intersection LOS	C							

Option 1: Copy of Perris Blvd/San Jacinto Ave

Number	32											
Intersection	Perris Blvd/San Jacinto Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	90	1120	7	600	1120	277	591	162	118	190	470	188
Total Analysis Volume [veh/h]	90	1249	5	606	1317	217	603	162	88	190	470	145

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	27	23	0	34	30	0	33	30	0	33	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.06	0.19	0.19	0.25	0.37	0.37	0.24	0.31	0.31	0.12	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.33	0.25	0.13	0.33	0.09	0.05	0.11	0.17	0.17
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5176	1805	1810	5176	1615	1810	1900	1615	1810	1900	1748

s, saturation flow rate [veh/h]	1810	5176	1895	1810	5176	1615	1810	1900	1615	1810	1900	1748
c, Capacity [veh/h]	116	970	355	452	1932	603	437	583	495	222	356	328
X, volume / capacity	0.78	0.95	0.95	1.34	0.68	0.36	1.38	0.28	0.18	0.86	0.90	0.90
d, Delay for Lane Group [s/veh]	65.81	66.68	84.13	212.16	33.58	28.89	229.86	31.79	30.67	60.77	65.56	67.11
Lane Group LOS	E	E	F	F	C	C	F	C	C	E	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.96	10.41	13.16	33.93	10.55	4.62	34.92	3.50	1.84	6.02	10.82	10.12
50th-Percentile Queue Length [ft/ln]	73.92	260.26	328.99	848.36	263.65	115.48	872.90	87.55	46.05	150.45	270.57	253.05
95th-Percentile Queue Length [veh/ln]	5.32	15.70	19.11	50.64	15.87	8.14	52.45	6.30	3.32	10.04	16.22	15.34
95th-Percentile Queue Length [ft/ln]	133.05	392.55	477.73	1266.02	396.79	203.60	1311.27	157.59	82.89	251.03	405.45	383.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.81	71.31	84.13	212.16	33.58	28.89	229.86	31.79	30.67	60.77	66.06	67.11
Movement LOS	E	E	F	F	C	C	F	C	C	E	E	E
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	70.99			83.67			171.70			65.00		
Approach LOS	E			F			F			E		
d_I, Intersection Delay [s/veh]	92.04											
Intersection LOS	F											
Intersection V/C	1.014											

Option 1: MIT

Number	39					
Intersection	Barrett Ave/I-215 Frontage Road					
Control Type	All-way stop					
Analysis Method	HCM 7th Edition					
Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	172	5	125	303	73	83
Total Analysis Volume [veh/h]	209	5	248	388	147	125

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	525	585	544	589	589	491	586

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	14.02	8.90	14.74	11.79	11.79	13.12	10.49
95th-Percentile Queue Length [veh]	1.89	0.03	2.36	1.43	1.43	1.24	0.80
95th-Percentile Queue Length [ft]	47.33	0.65	59.06	35.80	35.80	31.11	20.04
Approach Delay [s/veh]	13.90		12.94			11.91	
Approach LOS	B		B			B	
Intersection Delay [s/veh]	12.87						
Intersection LOS	B						

Option 1: Copy of Commercial Driveway 9/Orange Ave

Number	46											
Intersection	Commercial Driveway 9/Orange Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	127	0	31	54	584	0	0	465	61
Total Analysis Volume [veh/h]	13	0	0	127	0	0	54	885	0	125	576	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	8	26	0	12	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	14	0	12	30	0	16	34	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.15	0.15	0.05	0.56	0.56	0.09	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.01	0.08	0.03	0.23	0.23	0.07	0.15	0.15
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
s, saturation flow rate [veh/h]	1700	1535	1810	1900	1900	1810	1900	1900

s, saturation flow rate [veh/h]	1700	1535	1810	1900	1900	1810	1900	1900
c, Capacity [veh/h]	370	346	94	1065	1065	167	1141	1141
X, volume / capacity	0.04	0.37	0.57	0.42	0.42	0.75	0.25	0.25
d, Delay for Lane Group [s/veh]	22.01	24.19	33.18	8.75	8.75	33.09	6.17	6.17
Lane Group LOS	C	C	C	A	A	C	A	A
Critical Lane Group	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.15	1.62	0.82	2.51	2.51	1.86	1.21	1.21
50th-Percentile Queue Length [ft/ln]	3.81	40.46	20.58	62.69	62.69	46.47	30.20	30.20
95th-Percentile Queue Length [veh/ln]	0.27	2.91	1.48	4.51	4.51	3.35	2.17	2.17
95th-Percentile Queue Length [ft/ln]	6.86	72.84	37.04	112.85	112.85	83.65	54.37	54.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.01	22.01	22.01	24.19	24.19	24.19	33.18	8.75	8.75	33.09	6.17	6.17
Movement LOS	C	C	C	C	C	C	C	A	A	C	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	22.01			24.19			10.16			10.97		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	11.56											
Intersection LOS	B											
Intersection V/C	0.385											